



# TRANSIT ORIENTED DEVELOPMENT REDEVELOPMENT AREA PLANS

*PREPARED BY WRT FOR THE CITY OF TRENTON:  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS*

*DRAFT REVISED - SEPTEMBER 2023*



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# PART A

## TRENTON TRANSIT DISTRICT OVERVIEW





# 01

## INTRODUCTION & CONTEXT

### IN THIS CHAPTER

INTRODUCTION & LOCATION

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HOW TO USE THIS PLANNING DOCUMENT

PLANNING PROCESS & COMMUNITY ENGAGEMENT



# INTRODUCTION & LOCATION



## CONTEXT

Trenton’s transportation infrastructure has grown and evolved over the city’s long history, leaving the Trenton of today with a robust transportation system that can accommodate the City’s growth well into the future.

As the only city in New Jersey to serve three major railway systems (Amtrak, NJ Transit, and SEPTA), with service to New York and Philadelphia, Trenton has untapped potential to support dense, walkable, mixed-use development near the City’s transit stations.

As transit ridership continues to rise back to pre-pandemic levels, now is the time to plan for improved pedestrian connections, amenities, housing, and mixed-use development – all within walking distance of Trenton’s transit stations.

## What is Transit Oriented Development?

New Jersey Future defines transit-oriented development, or TOD, as simply mixed-use residential and commercial development design to take advantage of access to public transportation. TOD is an important component of “smart growth” because it allows communities to live, work, shop, and play without having to rely on a car. TOD is designed to take advantage of existing infrastructure like roads and rail lines for denser development in centralized areas with available alternative transportation, thus reducing development pressure on open space and farmland. Generally, transit accessibility and TOD areas include those that are within a 10-minute walk or a ½ mile from transit stations. The three transit stations that are part of this planning process are Trenton Transit Center, Hamilton Avenue Station, and Cass Street Station. The Trenton Transit Center serves Amtrak, NJ Transit, SEPTA, the light rail, and buses and the Hamilton Avenue and Cass Street Stations are exclusively River Line light rail.

## What is a Redevelopment Plan?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.” As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.

Redevelopment Area Plans in need of an update:

- Ewing-Carroll-Southard, last revised in 2007.
- Central East, last revised in 2023.
- Trenton Station, last revised in 2009.
- Roebling Gateway, last revised in 2013.
- Roebling Complex, last revised in 1997.
- Lamberton, last revised in 2014.
- Cass Street, last revised in 2007.

## TRANSIT ORIENTED DEVELOPMENT STRATEGIC PLAN

Trenton’s Transit Oriented Development Strategic Plan (TOD Plan) was adopted in 2019 and was prepared to supplement the Trenton250 Plan (2017). The Plan defines major gaps and barriers to the redevelopment and revitalization of the transit station areas, including safety and security, sense of place, vacant and abandoned properties, transportation connections, and property redevelopment. It also provides frameworks to create opportunities around the Trenton Transit Center (1/2-mile radius) and provides recommendations for coordination between City Departments, property development, intersection improvements and connections between interest areas, infrastructure investments, and economic drivers.

The purpose of the Trenton Transit Oriented Redevelopment Area Plan is to build upon the work developed through the TOD Plan, update the RDAs to reflect the current objectives and environment, and to facilitate funding and support for development near transit. The updates will benefit the community and it will be an opportunity to:

- Implement the **Transit Oriented Development Strategic Plan** to coordinate investment within the study areas, encourage compact mixed-use development, multi-modal linkages, and equitable access in and around the transit stations within the Redevelopment Plans.
- Design new concepts for **infill and mixed-use** development to determine the appropriate program and level of development for the study areas that is sensitive to the City of Trenton’s predominant land uses, building heights, and community character, as well as the vision to achieve.

- Pursue **Transit Village Designation** to advance development and transit connections, as well as economic attractors with a network of walkable and bikeable streets, public plazas, and open streets.
- Bring Plans up to date with **Trenton250 and the new Land Development Ordinance (LDO)** to set the ground to develop a distinct place that preserves and enhances the character of the existing neighborhoods.
- Identify **streetscape and public space improvements**, to create an authentic live/work/play environment that attracts residents and visitors to experience the Trenton Transit District.
- Improve **multi-modal connections**, community character, and sense of place through **safe and inviting connections** for pedestrians, bicyclists, vehicles, and public transit users.
- Explore innovative approaches to **economic development**.
- Build capacity for existing residents, businesses, and property owners to **support implementation efforts** that support the long-term strength of the Redevelopment Areas.

- Define opportunities for **public-private partnerships** that will encourage the investment within the Redevelopment Areas to realize the vision of the Redevelopment Plans and increase the potential for **funding and implementation dollars**.
- Facilitate development projects with landowners **including county and state public agencies**.

The updates of these Redevelopment Plans brings an opportunity to involve the community in conversations about the future use of properties that have been neglected, and which are the strategies to implement these areas as community-friendly, housing appropriate, and economic drivers of the community; bring plans up to date with Trenton250 and the new Land Development Ordinance (LDO); understand the market potential and constraints near Trenton’s Transit Stations; identify catalyst sites and early action projects to keep the momentum going; better position the areas for funding opportunities and partnerships; and build capacity for residents and existing business owners.



# TRENTON250 VISION & GUIDING PRINCIPLES

## Trenton First: A Premier Economic and Cultural Center Built on Arts, Industry and Education

- ▶ Foster Social Opportunity and a Vibrant Economy through Education.
- ▶ Establish a Preeminent Arts and Culture Destination.
- ▶ Build a Safe City.
- ▶ Advance Good Governance.
- ▶ Promote Civic Unity and Pride.
- ▶ Cultivate a Healthy City.
- ▶ Reinforce High-Quality Neighborhoods and a 24/7 Downtown Trenton.
- ▶ Capitalize on Location and Urban Form to Support a Multi-Modal Transportation Network.



# REDEVELOPMENT PLAN PURPOSE & STATUTORY REQUIREMENTS

The purpose of the Trenton Transit Oriented Redevelopment Area Plans is to build upon the work developed through the TOD Plan, update the Redevelopment Areas (RDAs) to reflect the current objectives and environment, and to facilitate funding and support for development near transit. The updates will benefit Trentonians and it will be an opportunity to:

- ▶ Implement the **Transit Oriented Development Strategic Plan** through coordination of investment within the study areas, encourage compact mixed-use development, multi-modal linkages, and equitable access in and around the transit stations within the Redevelopment Plans.
- ▶ Design new concepts for **infill and mixed-use** development to determine the appropriate program and level of development for the study areas that is sensitive to the City of Trenton's predominant land uses, building heights, and community character, as well as the vision to achieve.
- ▶ Pursue **Transit Village Designation** funding to advance development and transit connections, as well as economic attractors with a network of walkable and bikeable streets, public plazas, and open streets.
- ▶ Bring the Redevelopment Area Plans up to date with **Trenton250 and the new Land Development Ordinance (LDO)** to set the ground to develop a distinct place that preserves and enhances the character of the existing neighborhoods.
- ▶ Identify **streetscape and public space improvements**, to create an authentic live/work/play environment that attracts residents and visitors to experience the Trenton Transit District.
- ▶ Improve **multi-modal connections**, community character, and sense of place through **safe and inviting connections** for pedestrians, bicyclists, vehicles, and public transit users.
- ▶ Explore innovative approaches to **economic development**.





- Build capacity for existing residents, businesses, and property owners to **support implementation efforts** that support the long-term strength of the Redevelopment Areas.
- Define opportunities for **public-private partnerships** that will encourage the investment within the Redevelopment Areas to realize the vision of the Redevelopment Plans and increase the potential for **funding and implementation dollars**.

- Facilitate development projects with landowners **including county and state public agencies**.

The updates of these Redevelopment Plans brings an opportunity to involve the Trenton community in conversations about the future use of properties that have been neglected, and which are the strategies to implement these areas as community-friendly, housing appropriate, and economic drivers for the larger

Trenton area; bring plans up to date with Trenton250 and the new Land Development Ordinance (LDO); understand the market potential and constraints near Trenton transit stations; identify catalyst sites and early action projects to keep the momentum going; better position the areas for funding opportunities and partnerships; and build economic and infrastructure capacity for residents and existing business owners.

## WHAT IS THE LAND DEVELOPMENT ORDINANCE?

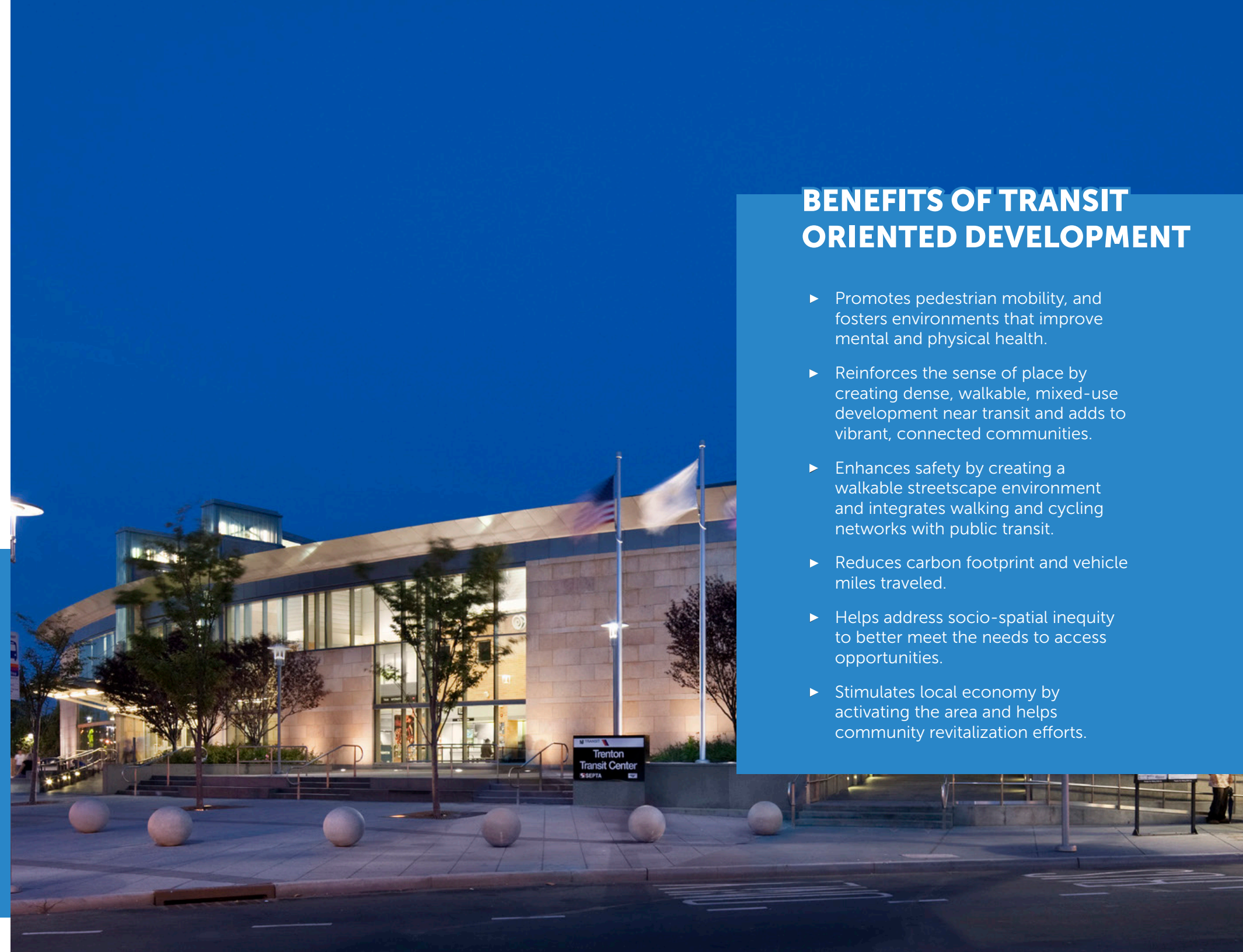
**“The new Land Development Ordinance (LDO) will help to preserve, strengthen, and protect the historic physical patterns of development that define the character of the City, direct reinvestment to targeted areas, and create new opportunities for economic development, helping to make Trenton a more sustainable, livable, and business-friendly community.”**

“The Trenton 250 Master Plan established a long-term vision for the future of the City, and called for a number of new programs and policies to move the City toward that vision. Many of the new programs and policies require the support of an updated, modern Land Development Ordinance. As such, the development of Trenton’s new Land Development Ordinance is a major step in implementing the Trenton 250 Master Plan.”

- The LDO addresses inconsistent and insufficient standards for developable land.
- It relates regulations and the current built environment of Trenton.
- Allows for certain forms of development that the community desires.

## BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

- Promotes pedestrian mobility, and fosters environments that improve mental and physical health.
- Reinforces the sense of place by creating dense, walkable, mixed-use development near transit and adds to vibrant, connected communities.
- Enhances safety by creating a walkable streetscape environment and integrates walking and cycling networks with public transit.
- Reduces carbon footprint and vehicle miles traveled.
- Helps address socio-spatial inequity to better meet the needs to access opportunities.
- Stimulates local economy by activating the area and helps community revitalization efforts.





UPDATES TO EXISTING PLANS

Trenton250 Plan gives a recommendation to review and update accordingly all its Redevelopment Area Plans to ensure compliance with Local Redevelopment and Housing Law, land use, and community use.

The City of Trenton has 42 adopted Redevelopment Area Plans with adoption dates between the 1960s and 2023. Redevelopment Areas make up a significant portion of the City, with approximately 30 percent of the land within the City’s boundary falling within a designated Redevelopment Area.

As a preliminary first step, a review of Redevelopment Areas as part of the LDO update (developed in 2020) gives an extensive overview of the Redevelopment Plans, progress towards implementation, and their alignment with Trenton250.

Process to update Redevelopment Area Plans

The Local Redevelopment and Housing Law (LRHL) provides municipalities with the authority to designate “Areas In Need of Redevelopment” (AINR) to formulate and adopt redevelopment plans for these areas. Once an area is designated for redevelopment, the municipality must follow the statutory requirements set forth in the LRHL.

The LRHL does not set a provision for the expiration of the area in need of redevelopment or the redevelopment plan, but it permits municipalities to amend a redevelopment plan or adopt a new one to reflect changing conditions: incorporation of changes in local development objectives and land use policies, emerging development trends, etc. The process for amending a redevelopment plan is the same as the process undertaken for its initial adoption.

The Redevelopment Plan must include:

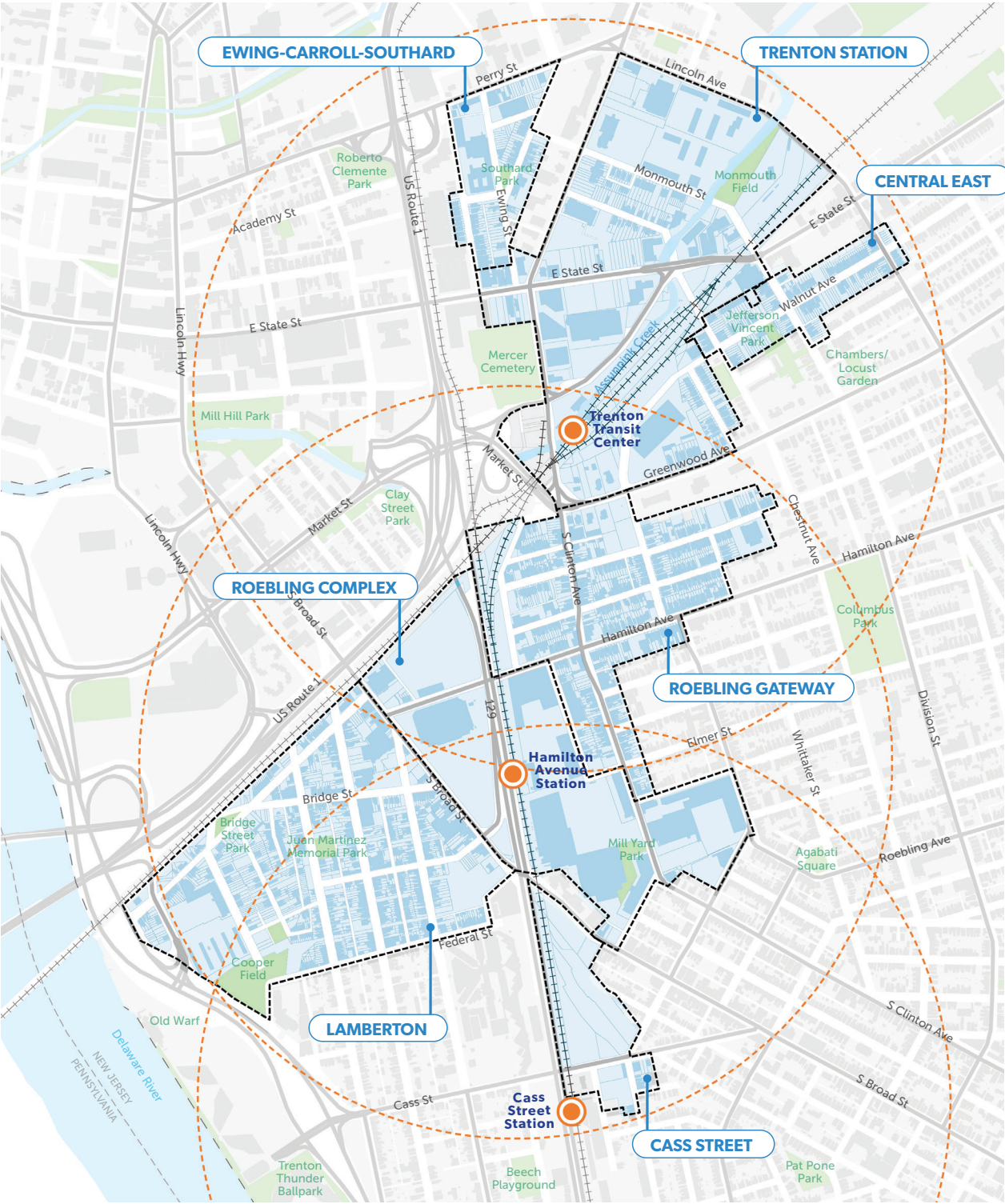
- ▶ The goals and objectives for the area, and it must relate and explain how these will support the land use goals of the municipality as described in the municipal master plan for Trenton: the Trenton250 Plan adopted in 2017.
- ▶ Proposed land uses and building requirements of the study area, which can vary on the level of specificity regarding these requirements.
- ▶ Adequate provision for temporary or permanent relocation of the residents in the study area.
- ▶ Identification of parcels that may be acquired, if required.
- ▶ Relationship to other municipal plans.
- ▶ Relationship to local zoning.

Figure 1.  
TOD REDEVELOPMENT AREAS BOUNDARY

LEGEND

..... RDAs

----- 1/2 mile radius





# HOW TO USE THIS DOCUMENT

## Part A. Trenton Transit District Overview



**Executive Summary**

**02. Trenton Transit District**

**Existing Plans and Projects**

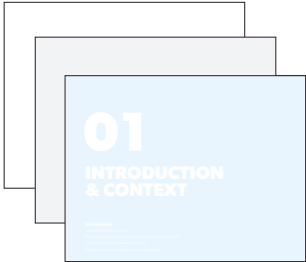
- Mobility
- Economic development
- Open space
- Preservation

**Issues & Opportunities to Be Addressed in the Transit District**

- Challenges & weaknesses
- Opportunities & strengths

**Pursuing the Transit Village Designation**

- Steps to application, benefits, and reasons to pursue



**01. Introduction and Context**

**Introduction & Location**


- Context
- What is Transit Oriented Development?
- What is a Redevelopment Plan?

**TOD Strategic Plan and Trenton250**

**Redevelopment Plan Purpose and Statutory Requirements**

- Area in need of redevelopment designations - updates to existing plans
- Redevelopment Plans progress

**How to Use this Planning Document**



**03. Redevelopment Plan Framework**

**Planning Process and Community Engagement**

- Project planning team
- Project timeline
- Stakeholder interviews
- Community meetings summary
- Planning board meeting summary

**Real Estate and Demographic Trends**

- Demographic trends

**TOD District Redevelopment**

- Framework and Opportunities
- TOD principles and goals

## Part B. Redevelopment Area Plans



**I. Ewing-Carroll-Southard**  
**II. Central East**  
**III. Trenton Station**  
**IV. Roebling Complex**  
**V. Roebling Gateway**  
**VI. Lambertton**  
**VII. Cass Street**

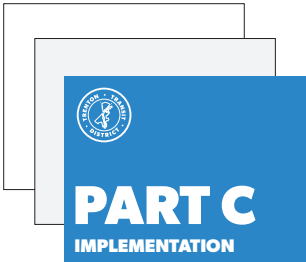
**Brief Intro and Existing Conditions**

- Underutilized land: ownership and vacancy
- Services and assets
- Environmental conditions, resilience, and vulnerability
- Transit and mobility
- Character of the area

**Development Framework**

- Sub-districts and opportunity catalyst sites identification
- Future land use
- Urban design, placemaking, public realm
- Sustainability and green infrastructure strategies
- Zoning map updates and bulk guidelines

## Part C. Implementation



**04. Implementation**

**Relationship to Local Objectives**

**Economic Incentives**

- Opportunity Zones
- New Market TAX Credit
- Low Income Housing Tax Credits
- State of New Jersey

**Role of the City**

- Tools/auction of sites
- Request for Proposals

**Additional Studies and Considerations**

**Approval Process**

**Amendments**



## GUIDE TO THIS DOCUMENT

### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for the Trenton Transit District.

“Part B: Redevelopment Area Plans” is comprised of seven standalone Redevelopment Plans that describe in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Redevelopment Area Plans, as described in Chapter 2 of each of them. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings.

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

### If you work for the City

The City will use these Redevelopment Plans to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Redevelopment Plans. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Redevelopment Plans are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of every Redevelopment Plan and “Part C: Implementation.”





# PLANNING PROCESS & COMMUNITY ENGAGEMENT

## PROJECT PLANNING TEAM

The City of Trenton selected the WRT-led team to develop a framework for updating seven Redevelopment Area (RDA) Plans located near transit. WRT is leading the process, building on recent plans and leveraging catalytic development projects to update the Plans towards best practices in urban planning and placemaking, strategic economic opportunities, and multi-modal and TOD planning, while building on community engagement. The team includes subconsultants:

- BRS (Brownfield Redevelopment Solutions): BRS brings their expertise and understanding of barriers to environmental justice and brownfield redevelopment to the planning process.
- Kittelson & Associates: Kittelson is the transportation lead and supports the Plan with ideas and best practices for TOD bicycle, pedestrian, complete streets, and land use planning – as well as understanding the NJ Transit Village process and DVRPC Connections Plan.

- Urbane Development: Urbane Development is the economic and small business development lead. Their team specializes in helping entrepreneurs and anchor institutions in under-resourced communities to create equitable change. Urbane takes an innovative approach to facilitating the market trends analysis to identify development opportunities that are consistent with Trenton’s growth objectives and to leverage proposed transit investments and stakeholder vision.
- Wilentz, Goldman, and Spitzer: Wilentz, Goldman, and Spitzer supports the team and the City of Trenton with the regulatory process and best practices for reviewing and updating Trenton’s Redevelopment Area Plans.

## PROJECT TIMELINE

The project timeline responds to the need to update the Redevelopment Area Plans in such a way that builds on community preferences and is grounded on location and market conditions. The project kicked off in summer 2021 and included a number of consensus efforts between the community, business owners, and stakeholders, and it was truth grounded by consultant site visits, stakeholder interviews, and rounds community engagement.

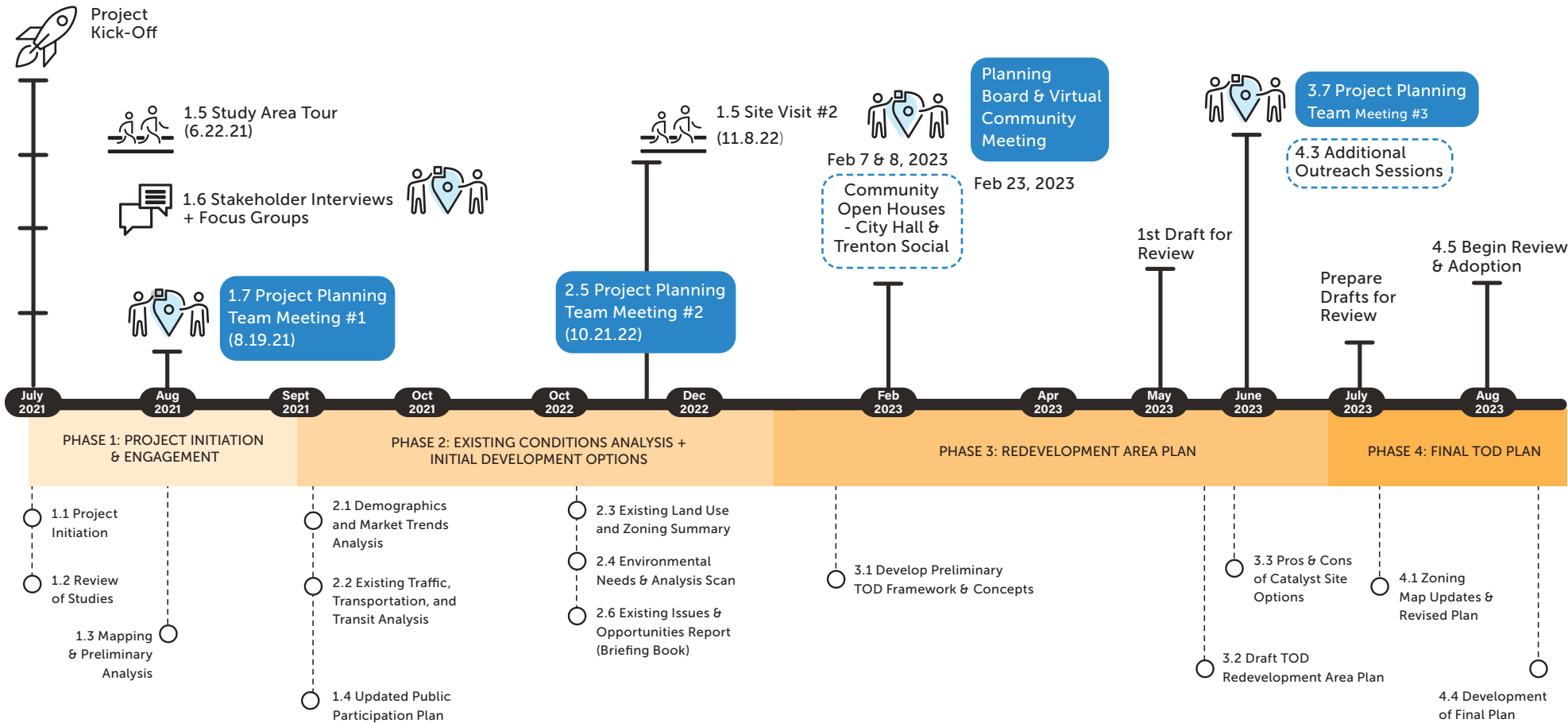


Figure 2.  
PROJECT TIMELINE





# 02

## TRENTON TRANSIT DISTRICT

### IN THIS CHAPTER

EXISTING PLANS AND PROJECTS

PURSUING THE TRANSIT VILLAGE DESIGNATION



# EXISTING PLANS AND STUDIES

Initial Summary of key plans, the team has reviewed over 15 planning documents with relevant recommendations for the Trenton Transit District area.

## MOBILITY

### Trenton Transit Center Circulation Improvements Local Concept Development Study

The Trenton Transit Center Circulation Improvements Local Concept Development Study is underway, and it seeks to improve mobility within and around Trenton Transit Center for ease of access. Key features of the study include a road diet on Market Street to provide protected bike lanes; removal of Route 1 jug handle and relocation of the US-1 northbound on-ramp; westbound connection of Barlow Street and Market Street; converting Clinton Avenue between Barlow Street and Market Street into a transit-, pedestrian-, bicycle-only street.

### Trenton Complete Street Design Handbook

The Complete Street Design Handbook was developed in 2020 to bring safe mobility and appropriate infrastructure to all transportation users including pedestrians, bicyclists, transit users, and motorists. The Plan aligns with the Trenton250 resolution for Complete Streets for a “comprehensive, integrated, connected street network” and defines specific and general recommendations for streets in Trenton.

### Downtown Trenton Bicycle and Pedestrian Plan & Citywide Updates

The Downtown Trenton Bicycle and Pedestrian Plan was developed in 2016 to detail bicycle and pedestrian recommendations that enhance local safety and mobility while connecting to regional infrastructure. It recommends actions to increase safety and mobility and it is incorporated in the Trenton250 Plan as a part of the Transportation and Circulation element of the Plan. DVRPC is currently developing a citywide Vision Zero, Trails, and Bike Plan and network with extensive community input that will be included in the Trenton Transit District recommendations.

### Transit Oriented Development Strategic Plan

Recommendations focus on the Trenton Center Priority Area and the Hamilton Avenue and Cass Street Priority Area. Closely tied to Trenton250, the plan includes action cards and development concepts that are intended to coordinate public and private sector development. The TOD Strategic Plan is a guiding document for the redevelopment area plan updates.

## ECONOMIC DEVELOPMENT

### Trenton Transit Center Strategic Action Blueprint

The Trenton Transit Center Strategic Action Blueprint was developed in 2018 to create a framework for long-term value around the Trenton Transit Center while defining the priorities that are catalysts for immediate actions. The Plan points out specific infrastructure projects and development sites as well as land use updates that can guide public and private investments.

### Reconnecting Communities - Route 29

Many in Trenton have long advocated and planned for a rebuild of a section of Route 29 in downtown. Funding for the Route 29 Boulevard Project would provide an opportunity to recapture developable land, re-establish a neighborhood, a riverfront park, and reconnect to the Delaware River. While outside of the Transit District, planning and design for major infrastructure improvements will be linked to connections back to the Transit District.

## OPEN SPACE

### Trenton Assunpink Creek Greenway

Trenton Station Link – The Trenton Assunpink Greenway Plan was developed in 2010 to guide the development of a open space (linear park) between Monmouth Street and the Trenton Transit Center to link a larger greenway and recreational hub, currently under development, to transit, increase the amount of recreational space and natural environments available in the City of Trenton and increase the marketability of residential and commercial development in the area near transit.

### Mercer Cemetery Master Plan

The Mercer Cemetery Master Plan is underway and it strives to develop Mercer Cemetery into a beautiful, restored, safe, and welcoming place in which the people are honored and those who visit can experience it as a quiet respite in the City of Trenton. Mercer Cemetery is located adjacent to the Trenton Transit Center.

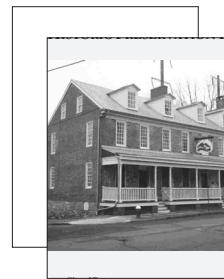
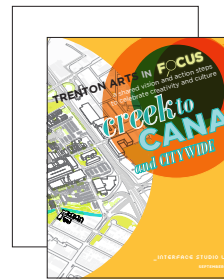
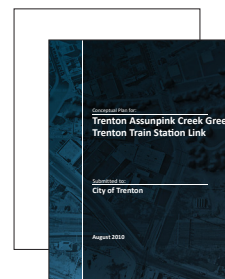
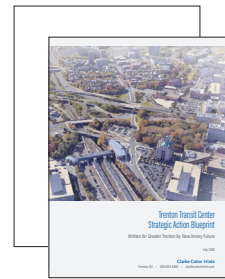
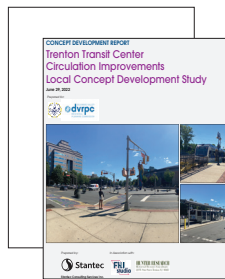
## ARTS, CULTURE, PRESERVATION

### Trenton Arts in Focus - Creek to Canal

A shared vision to restore linkages and connect from “Creek to Canal” - through creation of Trenton’s first creative district - just adjacent to the Trenton Transit District. The plan proposes State Street and Broad Street as key cultural / creative corridors with a restored Assunpink Creek and connection to the D&R canal.

### Historic Preservation Plan

The Historic Preservation Plan was developed in 2001 and gives an extensive overview of historic resources, designated historic districts, and individually designated landmarks. The Plan establishes a criteria for these assets as well as making recommendations for additional landmarks and historic districts. The Ewing-Carroll Historic District and Mercer Cemetery are both included in the plan.





# PURSuing NJ TRANSIT VILLAGE DESIGNATION

## STEPS TO APPLICATION & REASONS TO PURSUE

The Transit Village Designation encourages development in the compact “Transit Village” districts, which provides economic benefits and opportunities to:

- ▶ Improve bus and transit connections.
  - ▶ Improve bicycle and pedestrian facilities such crosswalks, sidewalks, and bicycle parking while increasing opportunities for utilizing non-vehicular travel modes to and from the anchor station.
  - ▶ Improve the public realm through placemaking activities with various elements of design and management.
- This designation provides the municipality with the following benefits:
- ▶ The State of New Jersey commitment to the vision for the redevelopment.
  - ▶ Coordination of state agencies through a Transit Village Task Force.
  - ▶ Eligibility for grants and technical assistance from NJDOT, including the Transit Village Grant Program, administered by the Division of Local Aid and Economic Development.

- ▶ Priority points for Low Income Housing Tax Credit applications.
- ▶ Rehabilitation loans.
- ▶ Financing for residential development.

One key outcome of this process will be for Trenton to pursue Transit Village Designation with the State of New Jersey. The Redevelopment Area Plans will serve as the basis for that application and designation process.



# TRANSIT VILLAGE APPLICATION REQUIREMENTS



01

## Pre-application meeting

Before applying, municipality must have had a pre-application with NJDOT Transit Village Coordinator no more than six months prior to the submittal of application.



02

## Identify existing transit

What modes of transit serve the community and the Transit Village District?

What steps has the municipality taken so these modes of transit are integrated and it is easy to transfer between them?



03

## Demonstrate willingness to grow around a transit facility

For designation, municipality must demonstrate commitment to grow in jobs, housing, and population in the Transit Village District.



04

## Adopt a TOD Redevelopment Plan and/or TOD Zoning Ordinance

Understanding of relevant TOD Redevelopment Plans and /or TOD Zoning ordinances that have been adopted and whether they support compact, mixed-use, pedestrian-friendly, and transit-supportive development, with a residential component appropriate for the area in terms of density and scale.



05

## Identify sites where TOD real estate projects are anticipated

Show any anticipated/envisioned TOD real estate projects within the Transit Village District and as well as any other affordable housing efforts (existing and proposed).



06

## Identify bicycle and pedestrian improvements

Municipal documents that have been adopted that support the improvement of bicycle and pedestrian infrastructure and friendliness of the Transit Village District.



07

## Identify placemaking efforts

- Existing and/or planned public amenities are available at the transit facility initiated by the municipality.
- Management organizations or organized stewardship that exist in the municipality and whether it is within the Transit Village District.
- Regularly scheduled community events near the transit facility
- Steps that have been taken to maintain and enhance the historic character of the Transit Village District
- Any existing and/or planned cultural amenities, programmable open spaces or cultural arts districts within the boundaries of the Transit Village District
- Retail within the transit facilities that provide “eyes on the street” past 5 pm





# 03

## REDEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

STAKEHOLDER INTERVIEW THEMES

COMMUNITY MEETINGS SUMMARY

REAL ESTATE AND DEMOGRAPHIC TRENDS

TOD DISTRICT REDEVELOPMENT OPPORTUNITIES



## STAKEHOLDER INTERVIEW THEMES

Early in the planning process, WRT team-member Urbane Development conducted interviews with 12 Trenton stakeholders between August and October 2021. Interviewees represented City Government, Development, Community & Economic Development, and Business. Specifically, we interviewed stakeholders from the following entities and represent a snapshot in time, to be taken into consideration with broader community input:

- ▶ City of Trenton Economic Development Division
- ▶ City of Trenton Planning Division
- ▶ AJAX
- ▶ Greater Trenton
- ▶ Isles
- ▶ NJ Future
- ▶ New Jersey Economic Development Authority
- ▶ Downtown Trenton
- ▶ Terracycle
- ▶ Princeton Hydro
- ▶ JAG Resources

Several themes, summarized below, emerged from these interviews. Key themes included political, strategic, and economic challenges, as well as physical, demographic, and political assets and opportunities.

### CHALLENGES & WEAKNESSES

#### Regional and State Collaboration is Needed

Interviewees raised several considerations regarding redevelopment challenges at the local, county, and state level. While there is significant support for revitalization and opportunities for redevelopment near Trenton's transit hubs, past gridlock in local politics, lack of collaboration among local players, limited City staff capacity, and tax rates that are some of the highest in the U.S. were all cited as hindrances to development in Trenton at the local level. A large percentage of vacant land is publicly owned, and there is the need to create better synergies between City and State visions for Trenton's future.

#### Show Action & Progress

Some interviewees questioned the benefits of conducting another planning process, citing that there are too many plans that have not yet been implemented. Rather than make new plans, stakeholder feedback suggests the City should identify a few key strategies to move forward with - focusing on catalyst sites that can spur investment and show progress. The redevelopment area plan updates intentionally include several catalyst sites that can started as early action projects, and opportunities to show progress and investment needed to spur redevelopment.

#### Many needs related to local economic development

Stakeholders cited the need to attract and support workers and businesses as key local economic development challenges.

##### Workers

A foundational gap that seems to lie at the heart of these challenges is scarce workforce development opportunities in Trenton. One interviewee identified a need to prepare residents for jobs in Trenton beyond entry-level opportunities. They cited this as a reason why many higher-level jobs in the city are filled by people from outside of Trenton.

Other interviewees also alluded to the notion that many Trenton workers do not live in Trenton. In addition, one stakeholder expressed that many Latinx residents work in construction jobs, often outside of the city. This, they stated, contributes to a dynamic in which those who live in Trenton do not work there, and those who work in Trenton do not live there.

Given this dynamic, interviewees stated that with COVID-19 and the rise of remote work, fewer workers are coming into the city. One stakeholder emphasized the need to attract residents to Trenton.

##### Business

Stakeholders also identified the need to attract and retain businesses as a high priority. Suggestions on how Trenton can achieve this varied — interviewees cited incentives to offset high taxes, a startup incubator and bilingual services for a growing community of Latinx residents and entrepreneurs, a makerspace, and storefront/streetscape improvements at key intersections like S. Broad/S. Clinton and S. Clinton/Hamilton as potential tools.

One stakeholder identified safety and security as an issue for attracting and retaining both new businesses and new residents.





OPPORTUNITIES  
& STRENGTHS

Opportunities for physical  
improvement and  
development exist

Interviewees shared many specific areas and sites where they believe strong development opportunities exist. Many of these are summarized and included in the draft Redevelopment Area plan updates.

Underutilized land

One interviewee emphasized that Trenton has many assets — such as the waterfront, arena, State Capitol, and vacant buildings that have retained their character. However, they stated that these assets are underutilized, and alluded again to workers living outside of the city as a contributing factor. Other stakeholders also made reference to underutilized physical space by citing parking lots as opportunities for redevelopment. One stakeholder stated that there are far too many parking lots, but recognized that it is a challenge to redevelop them.

Diversity of scales

While some stakeholders cited large-scale potential development sites — such as Roebling Block 2 and the current Salvation Army building, others felt the City should focus

more on smaller-scale, incremental improvements. One interviewee of the latter perspective expressed a desire to start with a few small wins, rather than a huge project to tackle. They emphasized opportunities to invest in lower cost changes that support the community and have visible improvements — such as physical improvements in cleanliness, safety, public art, and a business ecosystem — as a way to build momentum. Some stakeholders who were more focused on the large Roebling 2 area also recognized its development as a challenge because of its size. Another interviewee similarly focused more on the need to make physical improvements in what already exists, citing investment in infrastructure and, specifically, intersections as a need.

Socio-economic trends are  
changing

Interviewees also cited several changes in demographics, and economic and real estate activity as potential opportunities for Trenton.

Growing Community of  
Entrepreneurs

Several stakeholders cited Trenton’s growing Latinx population as a major

area of opportunity. One interviewee stated that these newcomers include many Central American immigrants taking advantage of Trenton’s Sanctuary City status. Multiple interviewees characterized these communities as entrepreneurial, describing how residents are opening businesses — including new “multi-service” establishments that offer an array of services ranging from check cashing and remittance to tax help and travel booking, revitalizing storefronts, and informally selling food. One interviewee said the growing enclave near Hamilton Avenue in South Trenton, in particular, has great potential for commercial opportunity. Others also alluded to the potential for these new entrepreneurs to anchor business corridors or incubators.

Attracting New Investment

In regards to economic and real estate activity, interviewees mentioned that, recently, there has been some interest in Trenton from out of state developers, and that much of the new economic activity in the city is occurring outside of the redevelopment areas. These trends could be related to a comment made by another stakeholder, who believes that new incentives favor

Trenton as a place for development, as they require less equity investment from developers. Lastly, one stakeholder positioned the fact that a lot of land in the redevelopment area is owned by the city and county as an opportunity.

Local pride and commitment  
prevail

In contrast to earlier comments about a lack of coordination and effectiveness at the local level, some interviewees emphasized that there is a strong network of organizations and dedicated leaders that are committed to Trenton’s redevelopment. One stakeholder expressed that these long-standing leaders span economic development, nonprofit, public, and business sectors. Another stated that while there is a strong community of organizations supporting local development, they are under-resourced, limiting their transformative potential. Pride in Trenton’s assets was also expressed by a stakeholder who described a vision of making Trenton a “mecca for art and food” by generating opportunities for new restaurants and urban agriculture, building upon the City’s informal service industry, and highlighting its unique cultural assets through programming.







## COMMUNITY MEETING SUMMARY

### COMMUNITY MEETINGS SUMMARY

As part of the planning process, WRT conducted two rounds of community engagement to inform the Redevelopment Plans updates in a way that responds to the needs of the residents. The team and the City of Trenton conducted outreach via different communication channels: flyers, emails, newspapers, etc. to be able to reach out to as many residents as possible.

In February 2023, the planning team facilitated two Open Houses that brought residents, city agencies, and other area stakeholders together to discuss and shape the emerging catalyst sites that represent opportunities for economic and social development in the study area.

### Community Open House - City Hall

On February 7, 2023, the planning team facilitated an Open House that brought residents, city agencies, and other area stakeholders together to discuss and shape the emerging catalyst sites that represent opportunities for economic and social development in the study area. On the first day of this two-part community meeting, the team shared the redevelopment areas in the northern portion of the Trenton Transit District, showing findings, opportunities, and potential development scenarios and patterns in redevelopment areas.

#### COMMUNITY

WHAT IMPROVEMENTS ARE NEEDED IN CENTRAL EAST?

**#1** Small businesses/ services

**#2** Vacant lot clean-up

**#3** Playground for children



#### COMMUNITY

PREFERRED DEVELOPMENT AT EWING-CARROLL-SOUTHARD

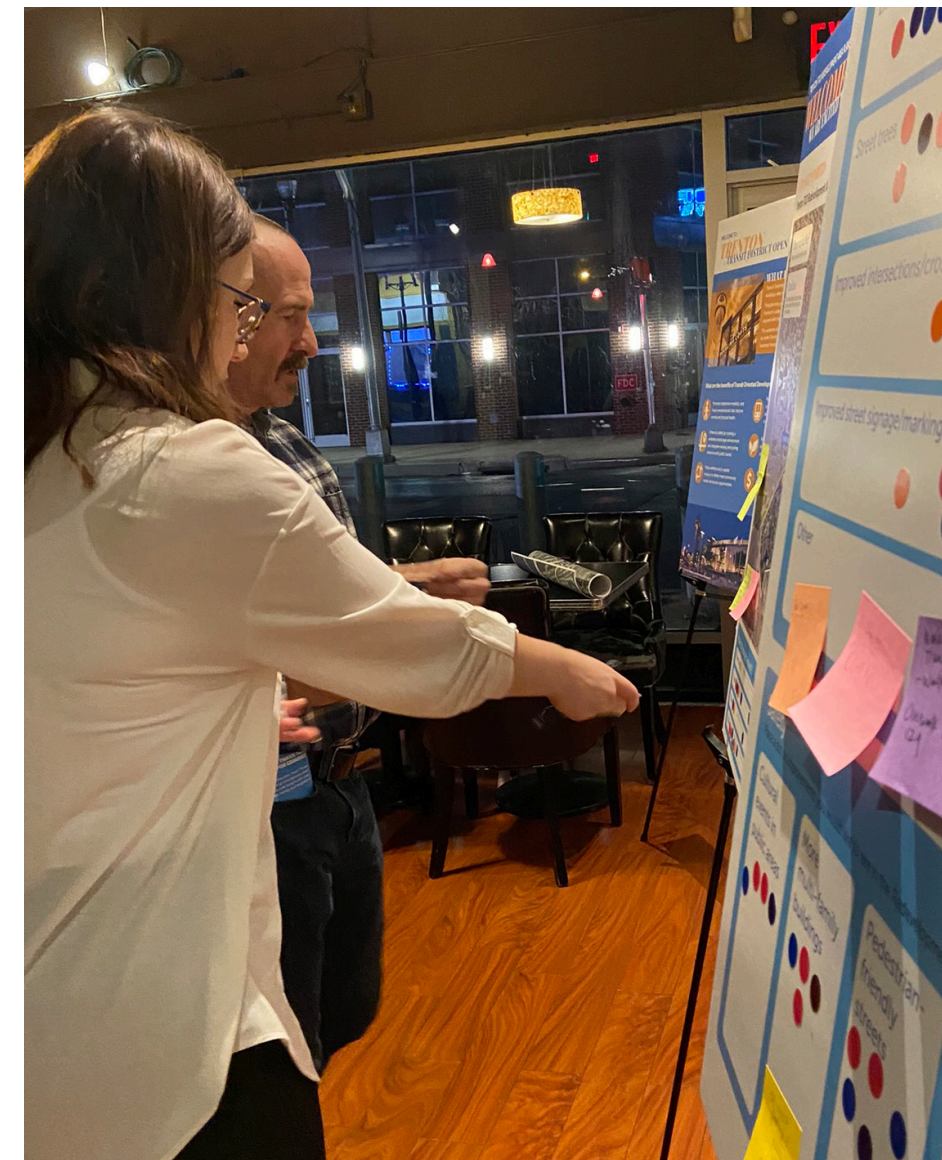


Multi-family (apartments or condos)



Single-family with space for home business

- **Central East:** there is an interest in triplexes, single-family with space for home businesses and townhomes to keep the character of the area but also build density as Walnut Avenue approaches the Trenton Transit Center. Some of the most needed cited improvements were spaces for small businesses and services for area residents, vacant lot cleanup, and spaces for children, as well as renovation of existing housing, beautification of the streets and safer sidewalks with greenery.





Community Open House,  
Trenton Social

In day 2 of this two-part community meeting, the team shared some of the redevelopment areas in the central and southern portion, showing findings, opportunities, and potential development in interest areas. This second Open House replicated the format from day 1, allowing all stakeholders to incorporate their feedback. Some of the common themes the team found were:

- **Lamberton:** there is a widespread interest in activating vacant lots, that are sparse throughout the area, as well as their cleanup. Attendees cited safety as the major barrier to access transit in the area, citing intersections and speed control as the key elements to be improved. Participants also cited elements that will make the area feel safer and more community-centered, like development that creates a façade to the street, existing housing improvements, more green spaces and greenery, and affordable rent-to-own housing.

Other community ideas and needs in the transit-oriented development areas:

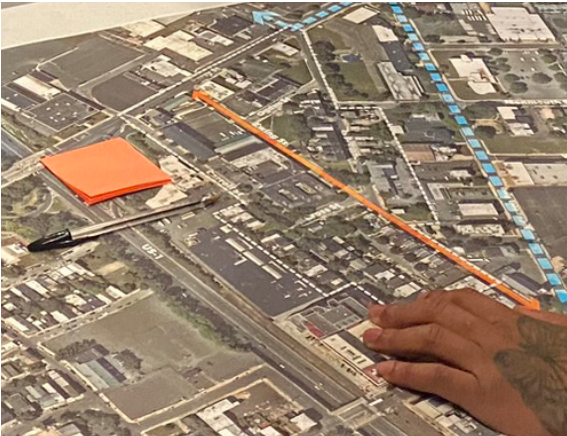
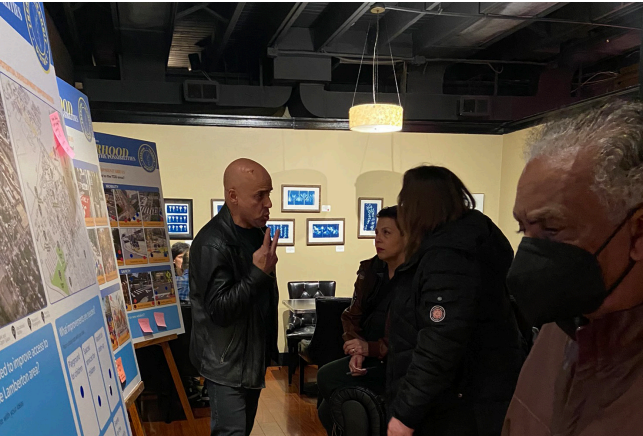
- **Street improvements:** improved street signage and markings, street trees, and improved intersections and crossings.
- **Mobility:** better connections to transit, better pedestrian and bike infrastructure, and creation of complete streets with safe access for walkers, bikers, and drivers.
- **Safety:** more multi-family buildings that would provide eyes-on-the-street, pedestrian-friendly streets, and cultural events in public areas.


Other considerations for the transit-oriented development area:

- **Transit:** creation of a pedestrian network, better lighting at transit, and bike-share stations.
- **Placemaking:** café and restaurants, public art, and cultural events.
- **Mobility:** sidewalk improvements, pedestrian-only zones, and safe crossings.
- **Safety:** lighting, improved bike lanes, and traffic-calming measures.

PLANNING BOARD VIRTUAL  
MEETINGS & BRIEFINGS

The planning team introduced the planning process and presented progress at several Planning Board meetings. Starting with the October 14, 2021 meeting, the Planning Board members and public shared feedback and questions for discussion. The planning team used the February 22, 2023 Planning Board meeting as an opportunity to provide a virtual workshop option and a continuation of the in-person February workshops. The team presented the preliminary study, the catalytic areas, and the community engagement summary to the planning board and set the ground for discussion for the Trenton Station, Roebling Complex, and Cass Street Redevelopment Areas.



**COMMUNITY**

WHAT IMPROVEMENTS ARE NEEDED IN LAMBERTON?

#1

Activation of vacant lots

#2

Vacant lot clean-up

#3

Playground for children

**COMMUNITY**

WHAT OTHER STREET IMPROVEMENTS ARE NEEDED?

#1

Improved street signage/markings

Park signage

#2

Street trees

Street lighting

#3

Improved intersections/crossings



## REAL ESTATE AND DEMOGRAPHIC TRENDS

Consultant team member, Urbane Development conducted a demographic and market trend analysis in 2022. A variety of indicators were studied during this initial assessment and organized into four categories:

1. Demographics.
2. Income and housing.
3. Business and employers.
4. Workforce.

Data was collected from the U.S. Census Bureau, the Bureau of Labor Statistics (BLS), The Census LEHD OnTheMap tool, and Data Axel. In all cases data was pulled separately for the seven Redevelopment Areas and was then aggregated to the study area. Population and demographic projections were estimated utilizing ESRI Business Analyst Online software and analyzed by Urbane. The following presents the key results of that analysis.

### Demographics key takeaways

- Net population has remained stable over the past decade.
- Ethnic cohorts shifts indicate a shrinking Black and White populations and a growing Hispanic and Asian-American and Pacific Islander populations.

### Income and housing key takeaways

- Economic mobility is challenging with demand for basic social services.
- The study area housing stock is mostly pre-WWII, and renter occupied.

### Business and employers key takeaways

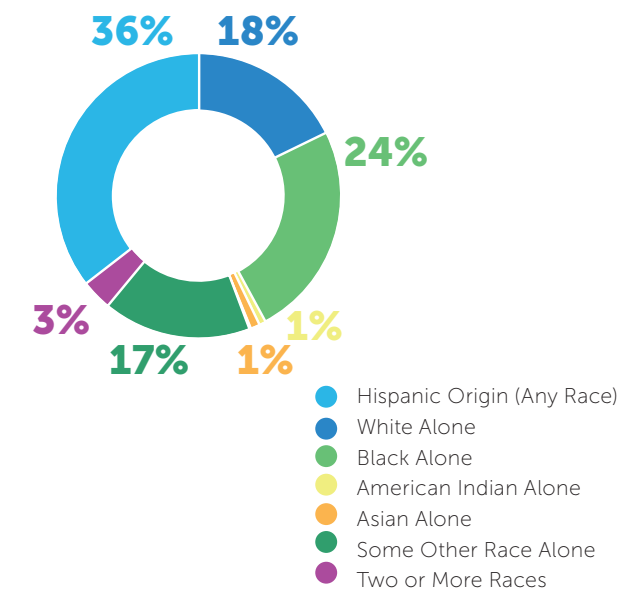
- Jobs in the study area are dominated by large public administration employers.
- Small businesses account for the majority of establishments (92%) with an average of nine employees per establishment.

### Workforce key takeaways:

- Educational levels in conjunction with median household incomes described in the demographic section point to residents occupying low- to moderate-income jobs.
- A small number of residents are accessing the study area's available public administration jobs although it is the number one employer in the City of Trenton. Residents are instead working in service-producing and good-producing industries.

### KEY FINDINGS

#### POPULATION



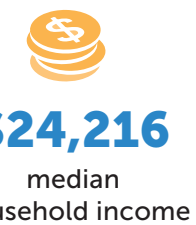
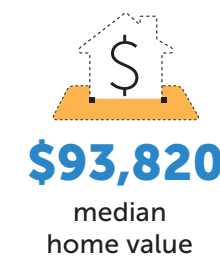
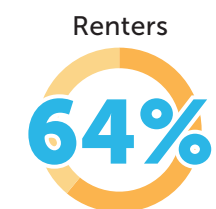
### KEY FINDINGS

#### EMPLOYMENT



### KEY FINDINGS

#### INCOME AND HOUSING







EWING-CARROLL-SOUTHARD

15.2 acres  
112 households  
17% city-owned

15% vacancy  
47% impervious  
NOT within flood zone

Adopted in 1985 and last amended in 2007, the Ewing-Carroll-Southard Redevelopment Plan strives to rehab existing residential and loft buildings for more quality housing options, retrofit existing industrial buildings for commercial or public use, and build infill residential. The Plan is consistent with Trenton250 and is recommended to amend the Plan to reflect the mixed-use designation in Trenton250.

ROEBLING GATEWAY

51 acres  
555 households  
2% city-owned

7% vacancy  
30% impervious  
NOT within flood zone

Adopted in 1997 and last amended in 2013, the Roebling Gateway Redevelopment Plan proposes new and rehabbed housing, neighborhood-scale commercial uses, cultural facilities, and establishing a connection to downtown business district, Trenton Transit Station, and route 1. The Plan is consistent with Trenton250; the recommendation is that the Plan should strengthen the urban character of the area and reinforce vehicular, bicycle, and pedestrian linkages to Trenton Transit Center through public realm improvements.

LAMBERTON

28.4 acres  
673 households  
21% city-owned

19% vacancy  
27% impervious  
YES within flood zone

Adopted in 2006 and last amended in 2014, the Lamberton Street Redevelopment Plan promotes to rehab the housing stock, infill housing, and the adaptive reuse of historic buildings. The Plan is consistent with Trenton250; the recommendation is to amend the Plan to reflect current conditions and community vision.

CENTRAL EAST

13.5 acres  
79 households  
1% city-owned

62% vacancy  
33% impervious  
YES within flood zone

Adopted in 1984 and last amended in 2023, the Central East Redevelopment Plan strives to rehab buildings and land for residential use. The Plan is consistent with Trenton250, recommending to acquire pockets of vacant land to encourage reinvestment.

TRENTON STATION

97.8 acres  
286 households  
6% city-owned

6% vacancy  
35% impervious  
YES within flood zone

Adopted in 1984 and last amended in 2009, the Trenton Station Redevelopment Plan promotes smart growth and transit-oriented development through high-density mixed-use developments that integrates into the surrounding community and maintains strong pedestrian connections. It is consistent with Trenton250; the recommendation is to amend the Plan to reflect current conditions and plans (Trenton Transit Center Strategic Action Blueprint and Transit Oriented Development Plan.)

ROEBLING COMPLEX

62.3 acres  
214 households  
20% city-owned

5% vacancy  
77% impervious  
NOT within flood zone

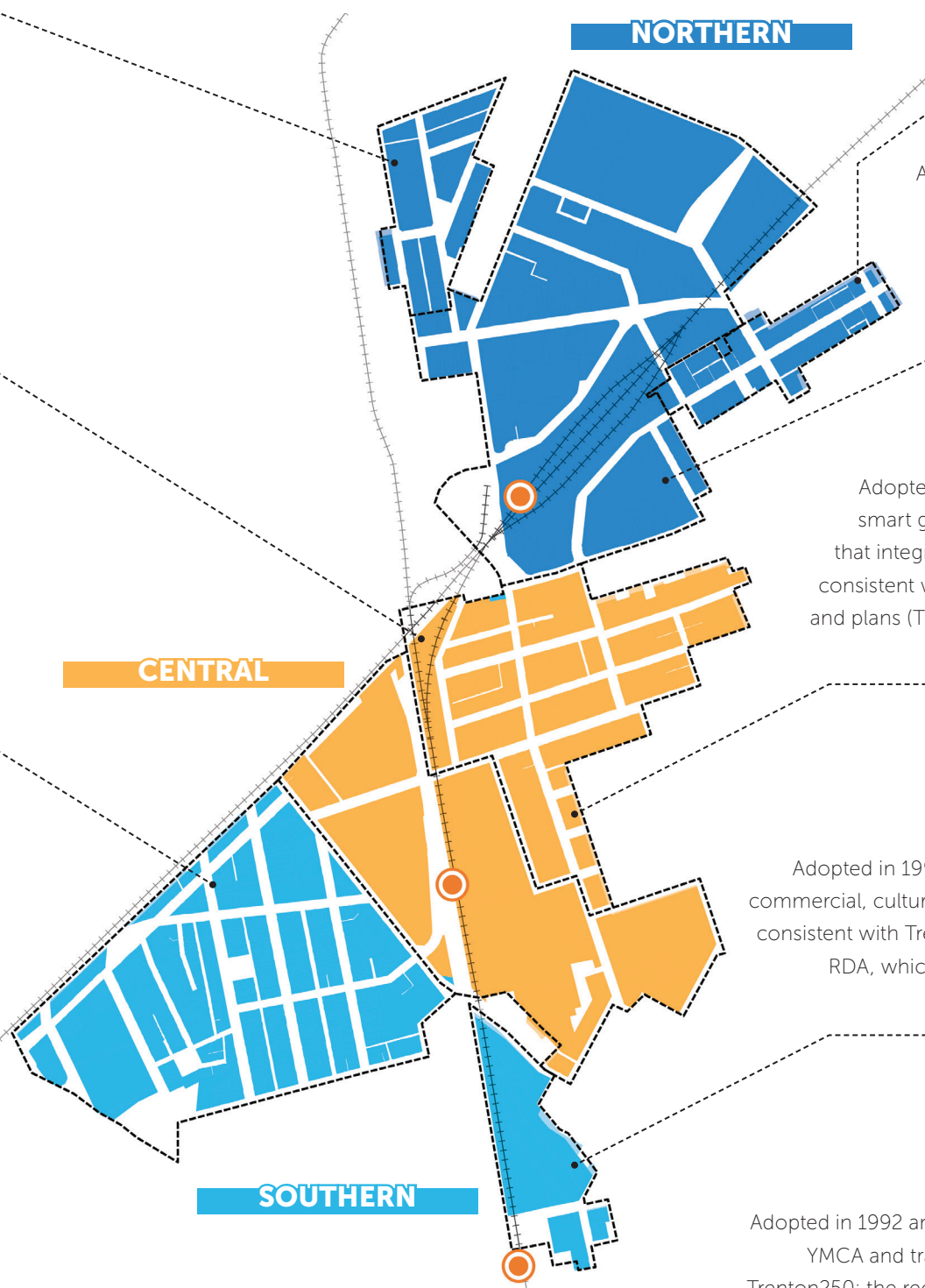
Adopted in 1991 and last amended in 1997, the plan strives to create a mixed-use district of residential, commercial, cultural, and light industrial while preserving the historical significance of the area. The Plan is consistent with Trenton250; the recommendation is that the Plan is to create two separate sections of the RDA, which will make it easier to understand and allow for more context and sensitive regulations.

CASS STREET

14 acres  
16 households  
1% city-owned

8% vacancy  
74% impervious  
NOT within flood zone

Adopted in 1992 and last amended in 2007, the Cass Street Redevelopment Plan advocates for a full service YMCA and transit village design principles. The Cass Street Redevelopment Plan is not consistent with Trenton250; the recommendation is to update the Plan to reflect current goals for the area and consider it a transit oriented development area with complete streets and pedestrian and bike-friendly amenities.





# TOD DISTRICT REDEVELOPMENT OPPORTUNITIES

The transit-oriented development framework provides big picture ideas for how to advance opportunities for mobility and pedestrian and bicycle access across the Trenton Transit Districts.

For ease of organization, this section is broken down into northern redevelopment areas (Ewing-Carroll-Southard, Central East, Trenton Station); central redevelopment areas (Roebing Complex, Roebing Gateway); and southern redevelopment areas (Lamberton, Cass Street).

The framework primarily carries forward previous studies and plans, and current community needs and opportunities identified throughout this planning process. The Trenton Transit Oriented Development Strategic Plan (2019) designated land use subzones that dictate uses, densities, and development requirements in the Redevelopment Areas.

## Northern Redevelopment Areas: Ewing-Carroll-Southard; Central East; Trenton Station

The area immediately surrounding Trenton Transit Center is designated as an Immediate Transit Center Zone – allowing high density, mixed-use development with 8 to 22 stories and reduced onsite parking standards. North of E. State Street and east of Route 129, the Redevelopment Area transitions to Neighboring Transit Center Zone, reducing building heights to 5 to 12 stories and allowing shared parking, and a Residential Fringe Zone north of Wall Street and in Trenton Transit Center’s southeastern tip. This zone allows neighborhood residential development with a maximum of 5 stories and on-street parking. While Ewing-Carroll-Southard and Central East are not assigned land use subzones, Ewing-Carroll-Southard borders Neighboring Transit Center and Residential Fringe Zones and Central East is primarily adjacent to the Residential Fringe Zone.

Despite the focus of Trenton’s existing plans on Trenton Station

Redevelopment Area, stakeholder interviews revealed an interest in mixed-use development in the adjacent northern Redevelopment Areas, as well as a desire for enhanced pedestrian connectivity in Ewing-Carroll-Southard. Specific stakeholder observations for the northern portion of the Transit District include:

- ▶ Adjacent Mercer Cemetery could provide pedestrian access and connectivity with maintenance and safety in mind.
- ▶ Improvements are needed on Perry Street: east-west connection to Great Connector Greenway Trail proposed on the Transit Oriented Development Strategic Plan.
- ▶ Development opportunities exist on surface lots.
- ▶ Opportunity for mixed-use development along Walnut Street at Chestnut Street and Monmouth Street intersections.

The importance of a thoughtful redevelopment framework for Ewing-Carroll-Southard and Central East is alluded to in the Trenton Transit Center

Strategic Action Blueprint, which states that “adjacent neighborhoods can be assets or liabilities, depending on how they redevelop, how accessible they are to the train stations, and what quality-of-life attributes they contribute.”

Within Trenton Station, the Trenton Transit Center Strategic Action Blueprint identifies several key development challenges and opportunities in the area immediately surrounding the Trenton Transit Center.

Challenges:

- ▶ Lack of identity and place-based amenities.
- ▶ Quality-of-life character not conducive to attracting new investment or increased transit station use.
- ▶ Underutilized public and open spaces.

On a macro-scale, Trenton Transit Center Strategic Action Blueprint also highlights the feasibility challenges of achieving the size and scale of development appropriate for the area given Trenton’s real estate market.

Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS - NORTHERN RDAs**

LEGEND

- RDAs
- + Priority Intersection
- 📍 Key Placemaking Opportunity
- - - Proposed Complete Streets
- - - Prioritized Complete Streets where main barriers exist
- Pedestrian improvements
- - - Proposed Multi-use Trail





Central Redevelopment Areas:  
Roebling Complex; Roebling Gateway

The Trenton Transit Oriented Strategic Plan as well as this Plan’s stakeholder engagement revealed significant opportunities for transit oriented redevelopment in the Roebling Complex and Roebling Gateway Redevelopment Areas. While proposed and suggested improvements in Roebling Complex focus on adaptive reuse of the area’s strong stock of formerly industrial buildings and infill of large parking lots, Roebling Gateway is perceived as a residential area whose traditional character should be preserved while diversifying uses and creating more neighborhood-scale commercial, cultural, and institutional assets.

A key aspect of the City’s strategy for the Roebling Complex study area include splitting the redevelopment area in two, as outlined in the Trenton250 Plan, given the diversity of uses and characters east and west of Route 129.

The Roebling Center Redevelopment Plan Zone (RPZ-2), covering the area from Route 129 to Roebling Complex’s current eastern boundary, will center largely on redeveloping the area’s historic industrial buildings creating a sense of place, and fostering connection with the adjacent neighborhoods, and

it is designated by the Trenton Transit Oriented Strategic Plan as a Neighboring Transit Center Zone.

The Arena Redevelopment Plan Zone (RPZ-3) would cover the area to the west of Route 129, extending just beyond Roebling Center’s western boundary to include parcels across on the western side of S. Broad Street, and it is designated by the Trenton Transit Oriented Strategic Plan as a Neighboring Transit Center Zone.

Within this geography, stakeholders’ desires were well aligned with the priorities outlined in the Trenton Transit Oriented Strategic Plan.

Proposals are centered around goals for establishing this area as a hub for cultural, recreational, and entertainment activities. Strategies to achieve this in both the short- and long-term include:

- ▶ Infill surface parking lots to create mixed-use development.
- ▶ Address the CURE Insurance Arena parking needs by creating structured parking.
- ▶ Create a sense of place around CURE Insurance Arena and along S Broad Street through the South Broad Arena District placemaking initiative.

- ▶ Develop new uses in alignment with the CURE Insurance Arena unique character.
- ▶ Strengthen connectivity between the CURE Insurance Arena area, western neighborhood adjacencies, Hamilton Street Station, and Roebling Center.

Additional stakeholder insights in Roebling Complex Redevelopment Area include:

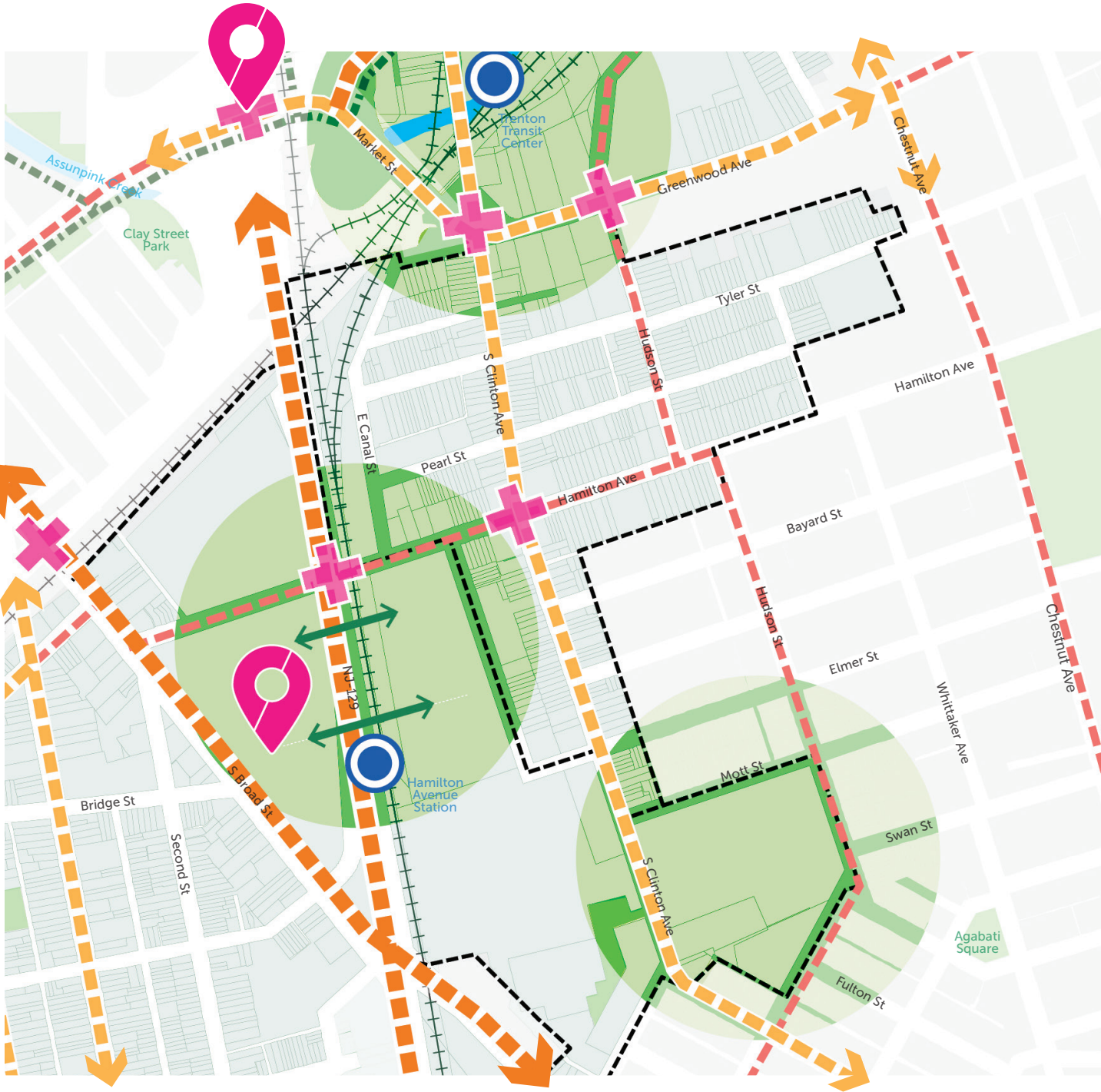
- ▶ Approach housing development in the area by starting at the periphery of the radius around Hamilton Street Station rather than targeting the area immediately around the station.
- ▶ View S Clinton Avenue as a key link between the Hamilton Avenue Station and Hamilton Avenue.
- ▶ Develop a more robust plan for Roebling Block 2, including light manufacturing, housing, and mixed-use development located near Hamilton Avenue Station.
- ▶ Important to demystify the manufacturing industry within Trenton and educate young people about the field.
- ▶ Ensure Roebling Complex retains its supermarket as tax credits reach the end of their life.

Given the more residential nature of Roebling Gateway, the priorities laid out for the area in Trenton250 are primarily centered around enhancing linkages to Trenton Transit Center, creating residential and mixed-use infill development, and façade improvements. Preservation of historic buildings, minimizing new light industrial uses (permitted only as conditional uses), and limiting parking structures along main streets are the City’s key land use goals for Roebling Gateway. Stakeholder visions for this Redevelopment Area went further, envisioning blocks between S Clinton Avenue and Hudson Street as prime mixed-use development opportunities. Specifically, S Clinton Avenue and Hamilton Avenue were viewed as key potential commercial corridors. The light industrial zoning of the west of Canal Street was flagged as an opportunity for Roebling Gateway.

Figure 4.  
PLANNED MOBILITY IMPROVEMENTS - CENTRAL RDAs

LEGEND

- RDAs
- Priority Intersection
- Key Placemaking Opportunity
- Proposed Complete Streets
- Prioritized Complete Streets where main barriers exist
- Pedestrian improvements
- Proposed Multi-use Trail







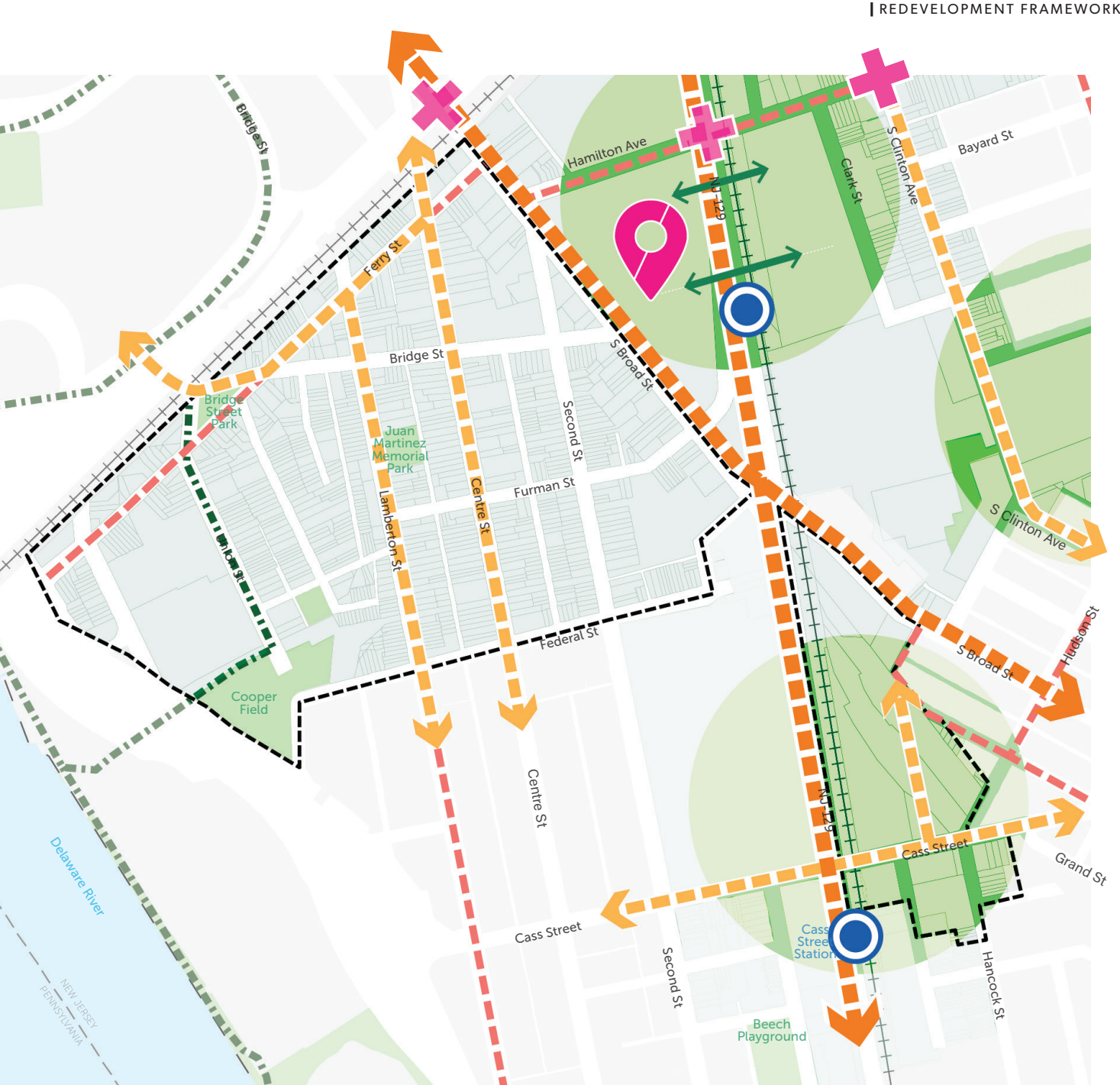
### Southern: Lamberton; Cass Street

The Lamberton Street Redevelopment Area has been identified by the City and stakeholders as an area with strong redevelopment potential given its proximity to key transportation routes and existing investment and development activities. Given the Trenton Transit Oriented Strategic Plan’s proposals to establish this study area’s eastern edge and adjacency as an entertainment destination through the new Arena Redevelopment Area and the South Broad District, and the associated interest the area is expected attract, it will be critical to plan intentionally for the residential neighborhoods that make up the majority of the Lamberton Street Redevelopment Area. The area’s existing Redevelopment Plan advocates for sensitivity of the southern redevelopment area’s community.

The current Cass Street Redevelopment Plan focuses on a location for a new full-service YMCA fronting S Broad Street with an aquatic center, fieldhouse, programs, wellness, and fitness facilities with access from a redesigned Madison Street. Since the development of the indoor recreation facility did not materialize, further discussions are needed with the community to determine potential future uses, although there is a consensus that there is a need for outdoor recreation. Given its proximity to the Cass Street Station, there is potential for transit oriented and mixed-use development fronting Cass Street and along the S Broad Street corridor.

Figure 5.  
**PLANNED MOBILITY  
IMPROVEMENTS -  
SOUTHERN RDAs**

- LEGEND**
- RDAs
  - Priority Intersection
  - Key Placemaking Opportunity
  - Proposed Complete Streets
  - Prioritized Complete Streets where main barriers exist
  - Pedestrian improvements
  - Proposed Multi-use Trail



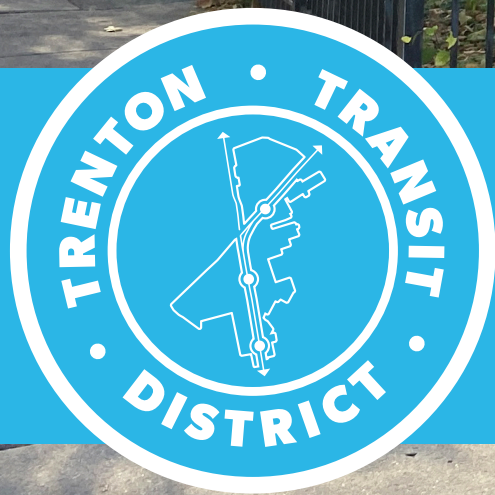




# PART B

## REDEVELOPMENT AREA PLANS



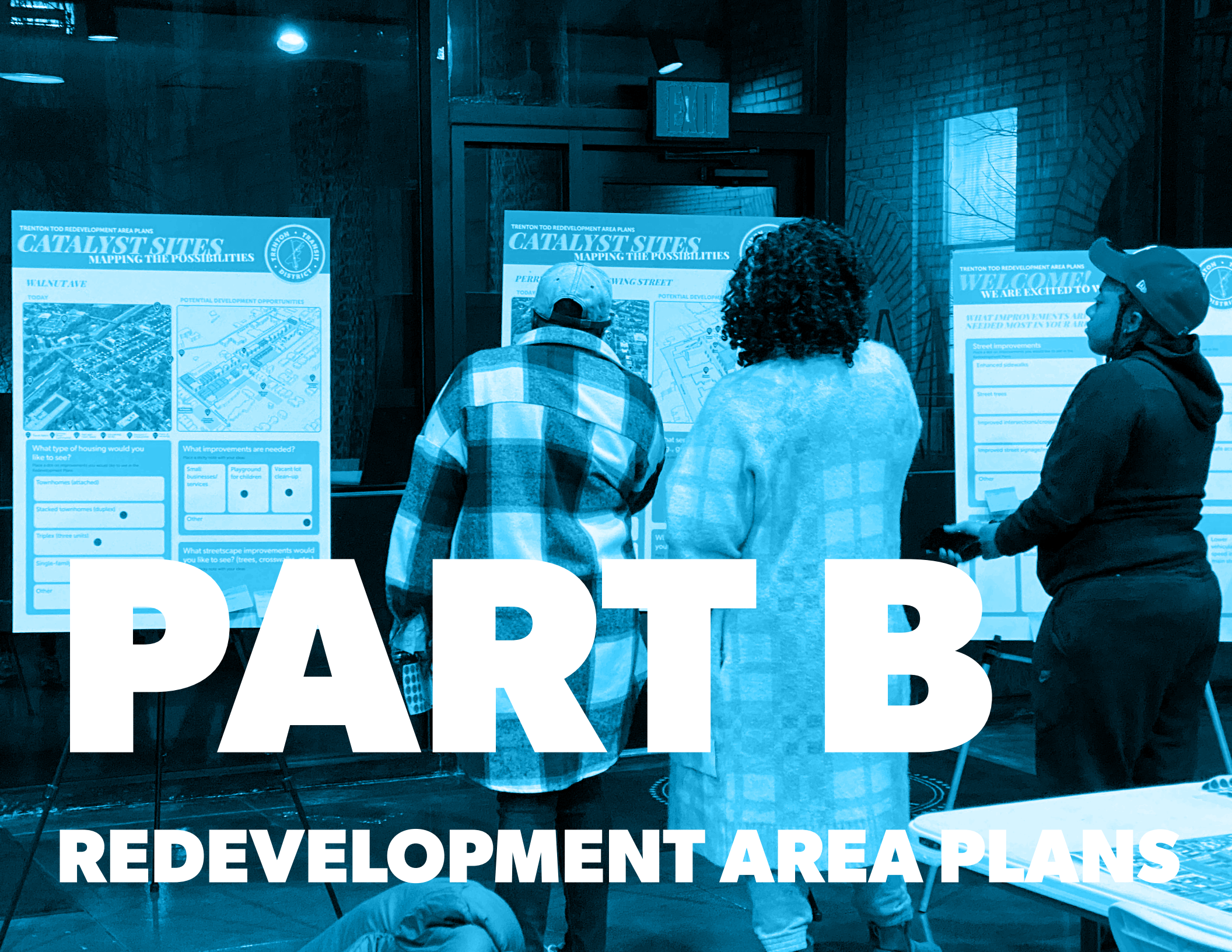


# EWING-CARROLL-SOUTHARD REDEVELOPMENT AREA PLAN

PREPARED BY WRT FOR THE CITY OF TRENTON:  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

## ACKNOWLEDGEMENTS

### City Council

- Joseph Harrison
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- Crystal Feliciano
- Jenna Figueroa Kettenburg
- Teska Frisby
- Yazminelly Gonzalez
- Jennifer Williams

### Planning Board Members

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- Class 3) Joseph Harrison
- Class 4) Randy Baum – Vice-Chair
  - Jeff Halpern
  - Patricia Ni’ma Mohammed
  - Charles Romanow - Chair
  - Jonathan “Lank” Conner
  - Caty Dominguez
- Alternate 1) Wanda Swiggett

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- Eric Maywar
- Jeffrey Wilkerson

### Consultants

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- Brownfield Redevelopment Solutions (BRS)
- Kittelson & Associates
- Urbane Development
- Wilentz, Goldman, and Spitzer



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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Ewing-Carroll-Southard Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Ewing-Carroll-Southard Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

#### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY



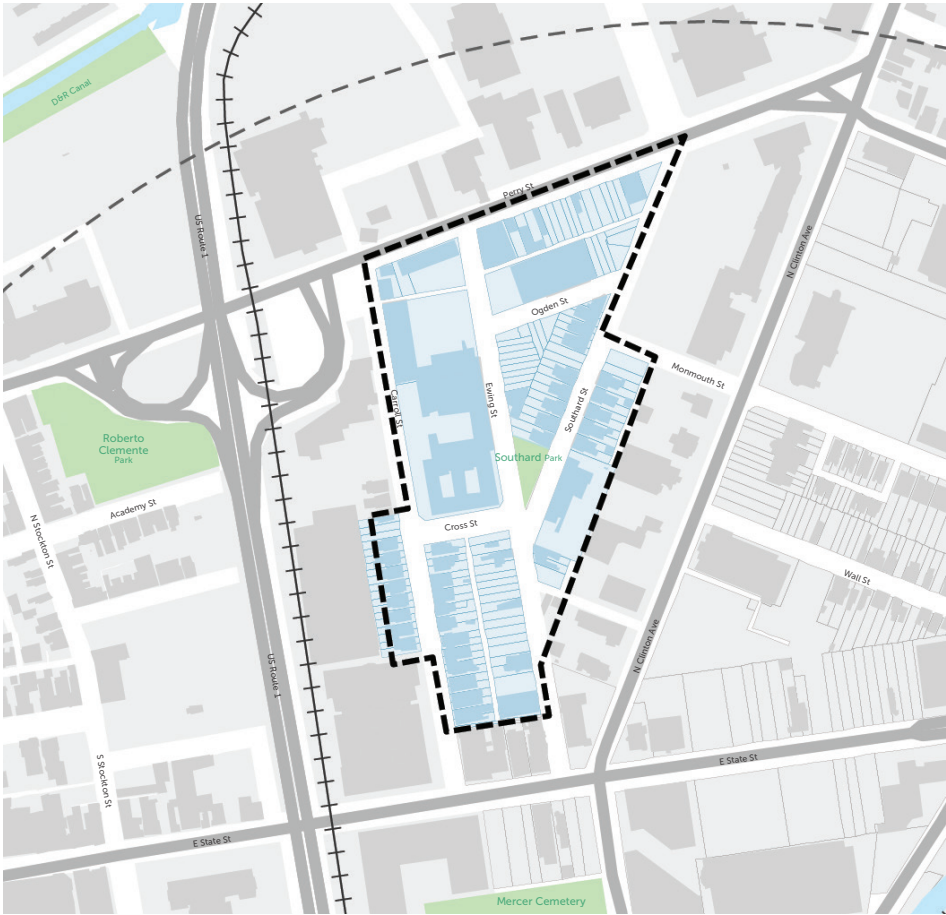


Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**

- RDAs
- 1/2 mile radius from transit

## INTRODUCTION

Located within the larger Coalport/ North Clinton neighborhood, the Ewing–Carroll–Southard district falls within one of the city’s historic districts. The Redevelopment Area is generally bounded by Perry Street, Southard Street, Monmouth Street to Cottage Alley, Cottage Alley, Elizabeth Street to Ewing Street, Ewing Street, Dill Alley and the rear property lines of properties on the West Side of Carroll Street up to and including 91 Carroll Street.

The northernmost Redevelopment Area in the Trenton Transit District has experienced some progress on Plan implementation including public streetscape, transportation, and open space improvements.

The character is mainly residential with one- or two-story units in the southern portion of the study area and services in the northern part. However, there are still a few mixed-use areas within the area today. There is a large inflow of unhoused population coming into the area to utilize services at the Rescue Mission. The last amendment of the Plan strives to:

- ▶ Rehab existing residential and loft buildings for housing.
- ▶ Rehab the industrial building in Ogden Street for commercial or public use.
- ▶ Infill residential on vacant lots.
- ▶ Rehab the former PAL building for office use.

### Underutilized Land

About 15% of the parcels in Ewing–Carroll–Southard are vacant lots. Nearly 80% of these lots, primarily clustered around Perry Street and Ogden Street, are owned by the City of Trenton providing high potential for redevelopment.

Nearly half of the total land cover is comprised of high-density impervious surface (80-100% cover.)

### Service and Assets

Part of the study area is designated as the Ewing–Carroll–Southard Historic District. Historic districts serve to identify historically and architecturally significant areas, as well as foster preservation and restoration efforts and a sense of neighborhood pride. This historic district features primarily residential structures from the 1800s. Consisting mainly of three-story twins and rowhouses sharing similar architectural styles, the district has a distinctive uniformity in its character. The historic structures will help determine what other uses can be developed as well as funding available for rehab and redevelopment.

Ewing–Carroll–Southard and its agencies contain several significant social and community services, including the Rescue Mission – operating in a historic industrial building and providing shelter, behavioral health, and job training – and Mt. Carmel Guild, a food pantry.

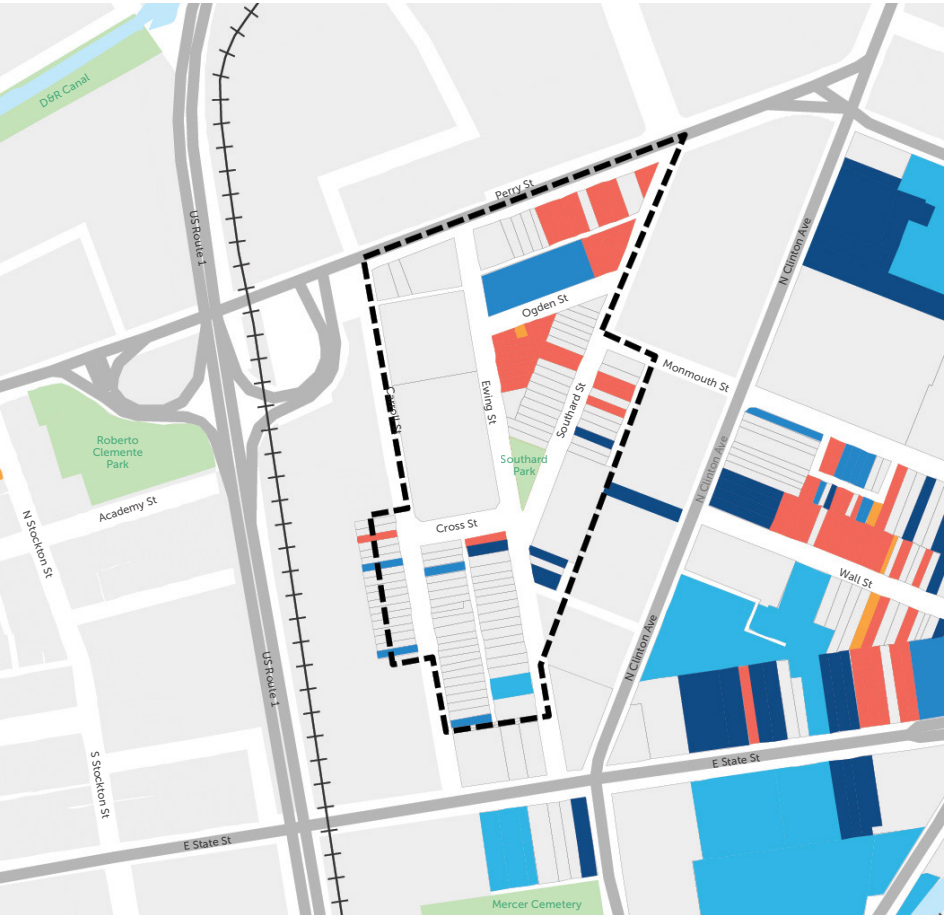


Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**

- Public vacant lots
- Public vacant buildings
- Public parking
- Private vacant lots
- Private vacant buildings
- Private parking





Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS**

- LEGEND**
- RDAs
  - ✚ Priority Intersection
  - Proposed Complete Streets
  - Prioritized Complete Streets where main barriers exist
  - Cycling Improvements
  - Pedestrian improvements
  - Proposed Multi-use Trail
  - Development Opportunity Area

**Environmental Conditions, Resilience and Vulnerability**

There are no environmental conditions or constraints observed in the Ewing-Carroll-Southard Redevelopment Area.

**Transit and Mobility**

The Ewing-Carroll-Southard Redevelopment Area is characterized by mainly one-way streets. With Perry Street as a major east-west collector, the rest of the streets lead to the Trenton Transit Center area. Almost all the study area falls under a 1/2-mile walking distance from Trenton Transit Center, a valuable resource for residents, but there are some sidewalk disconnections and repairs needed.

The proposed improvements in previous plans suggested a future bike lane along Perry Street that would connect to the Transit Oriented Development's proposed Great Connector Greenway Trail, Assunpink Creek, the northern part of the Central East and Trenton Station Redevelopment Areas, and Greenwood Avenue.







# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

SUB-DISTRICTS AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Ewing-Carroll-Southard Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use, Urban Design, and Public Realm

The Ewing-Carroll-Southard Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Ewing-Carroll-Southard Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in "Part A: Intro to the Trenton Transit District", the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Ewing-Carroll-Southard Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main thoroughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 4.  
OPPORTUNITIES IN EWING-CARROLL-SOUTHARD RDA

### LEGEND

- RDA boundary
- + Intersection Improvements
- - - Proposed Complete Streets
- . . . Public Space Improvements
- - - On-street Bike Lane
- Potential infill development
- Stable residential Area
- 🎓 Educational Facility
- ⚙️ Community Resource
- 🙏 Place of Worship





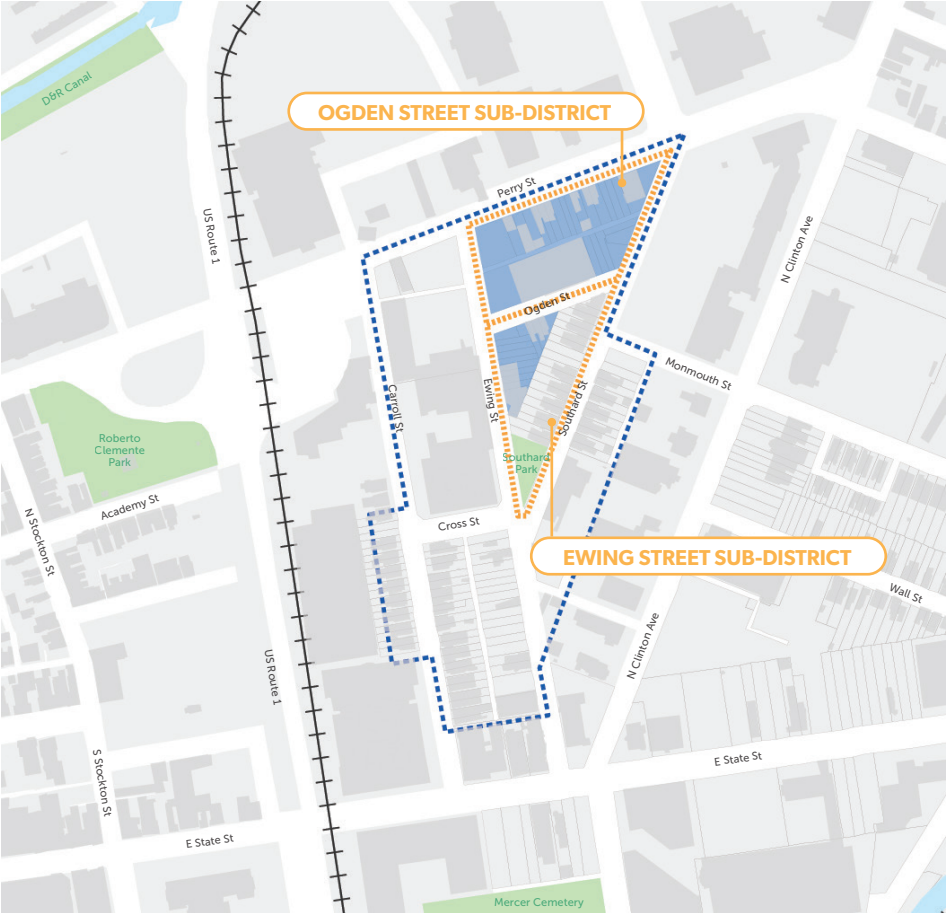


Figure 5.  
EWING-CARROLL-  
SOUTHARD SUB-DISTRICTS

LEGEND

- RDAs
- Sub-district boundary

# SUB-DISTRICTS AND LAND USE

## SUB-DISTRICTS AND CATALYST SITES

Based on analysis of the Ewing-Carroll-Southard Redevelopment Area that considered several factors (e.g., property ownership, existing and future land uses, circulation, opportunities in the area related to transit and resident and stakeholder priorities), the Redevelopment Plan identifies two sub-districts:

► **Ogden Street Sub-district:** this subdistrict is bounded by Perry Street, Ogden Street, Ewing Street, and Southard Street and it encompasses the Henry J. Austin Health Center at Ewing Street and the currently vacant site that previously housed the Habitat for Humanity's ReStore.

The vision for this sub-district includes the opportunity for new rowhouse-style development with permitted ground floor uses and re-purpose of the current ReStore building for flex space with uses that are compatible with the surroundings and add to the services found in the area. Perry Street will accommodate a protected bike lane that connects to the proposed N. Clinton Avenue Complete Street as a corridor to access Trenton Transit Center by biking or walking.

► **Ewing Street Sub-district:** this sub-district is bounded by Ogden Street, Ewing Street, Perry Street, and Southard Street and encompasses Southard Park.

The vision for this district includes the opportunity to establish Ewing Street as a gateway to Trenton Transit Center, as a primary connecting street for the northern Redevelopment Area to transit (with ground floor uses and open spaces that support pedestrian connectivity) and a streetscape that allows room for planting and greenery as well as street furnishing and fixtures. The new development adds to the street façade and public pedestrian facilities and provides opportunities for pocket open spaces and rehab of Southard Park, while providing opportunities for outdoor recreation linked to stabilized housing on Ewing Street. Perry Street will accommodate an on-street bike lane that will serve as a connector to Roberto Clemente Park - the Fire HQ which hosts a fire museum - Downtown and E State Street Complete Streets improvements.

## LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan's purpose, intent, and design principles, and Trenton's Land Development Ordinance. These land uses are compatible with existing development within the Ewing-Carroll-Southard Redevelopment Plan and the surrounding area. The following categories are recommended uses to create a district that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

- **Recommended uses:**
  - Residential Uses and Live-Work Units.
  - Parks and Plazas.
  - Adaptive Reuse of existing buildings.
- **Recommended ground floor uses:**
  - Retail or Commercial Uses.
  - Spaces for Cultural Activities and Civic Uses.
  - Artists Galleries, Studios, and Workshops.

- Food Courts and Market Halls, limited to Adaptive Reuse structures.
- Educational Facilities, limited to Adaptive Reuse structures.
- Indoor Sports and Gym/Fitness Uses, limited to Adaptive Reuse.

- **Additional recommended use regulations:**
  - Uses within the first-floor spaces in Ewing-Carroll-Southard Redevelopment Area, except for entryways and lobbies, should be limited to the uses listed in the previous section.
  - On-street parking is not permitted on Ogden Street.
  - On-street parking is not permitted east-bound on Perry Street.

- **Accessory recommended uses:**
  - Off-Street Parking Facilities.
  - Off-Street Loading Facilities, limited to Adaptive Reuse.



Live-work units



Streetscape activation



Adaptive reuse



Pedestrian activation



Planting strip



Transit wayfinding



# URBAN DESIGN, PLACEMAKING, PUBLIC REALM

General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development along Perry Street and Ewing Street should consider appropriate façade and design material selection that reinforce the character of the existing uses.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Public realm should allow for at least a 3' planting strip along Ewing Street separating traffic and pedestrians and might include stormwater infrastructure elements.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Street design must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use is not permitted on Ewing-Carroll-Southard Redevelopment Area.
- ▶ Parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance's conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.

**COMMUNITY**

WHAT STREET IMPROVEMENTS ARE NEEDED?

#1

Street beautification

#2

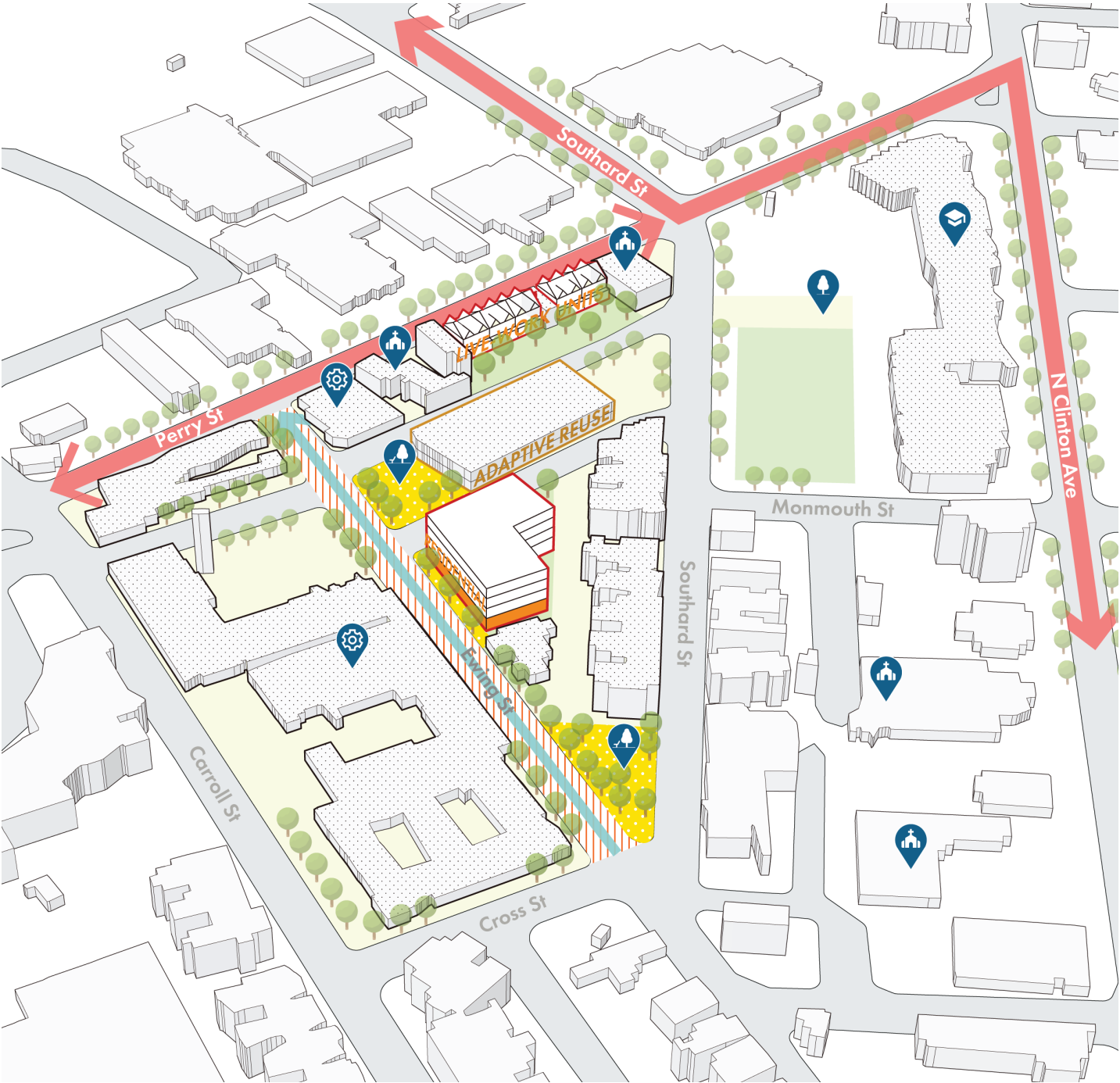
Safer streets

#3

Maintenance and better street lighting

Figure 6.  
CATALYST DEVELOPMENT  
IN EWING-CARROLL-  
SOUTHARD RDA

- LEGEND
- Priority Connection
  - Street and Green Improvements
  - Open Space Improvement
  - Open Space
  - Educational Facility
  - Community Resource
  - Place of Worship





OGDEN STREET SUB-DISTRICT RECOMMENDATIONS

This sub-district includes vacant lots Block 1011 Lot 12-15 and Lot 7-10 south of Perry Street and Block 1002 Lot 1 where the vacant building of Habitat for Humanity ReStore is currently located.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends new development that brings additional services and housing stock to the area.

The development of live-work units facing Perry Street with small storefronts on the ground floor will provide local retail and opportunities for entrepreneurs while adding housing units to the Redevelopment Area.

The adaptive reuse of the former Habitat for Humanity ReStore building brings an opportunity to add to the services and uses found in this Redevelopment Area. In case of rehabbing this building, it should act as a keystone piece for the Ewing Street gateway to Trenton Transit Center and the Transit Oriented Development Areas, being a central piece of this district.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements and alternate modes of transportation.

Perry Street is recommended as a Priority Connection Street, which will host a protected bike lane that will connect to the proposed Priority Connection and Complete Street on N Clinton Avenue, easing the bicycle connections to Trenton Transit Center.

Gateway Plazas and Open Spaces

The former Habitat for Humanity ReStore building could accommodate a gateway plaza that serves the new uses of the building, ties together the Perry Street streetscape, and serves as passive recreation for the surrounding stable housing areas.



Pocket open space

EWING STREET SUB-DISTRICT RECOMMENDATIONS

This sub-district includes vacant lots Block 1101 Lots 25-32 on the intersection of Ogden Street and Perry Street.

Development

In the event of the redevelopment of the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends a new development with ground floor, human-scale commercial frontage on the corner of Ogden Street and Perry Street. This new development will reinforce the sense of a continuous street façade along Perry Street and will provide street activation.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements and alternate modes of transportation, as well as a dire need for connection to Trenton Transit Center.

This sub-district proposes Ewing Street as the main pedestrian thoroughfare to reach Trenton Transit Center and the

multi-modal transportation network in the area. Ewing Street is envisioned as a walkable, green street, with connected sidewalks and adequate crossings to public services and area development. In addition, small buffers of planting and greenery from the street might include stormwater strategies. Adequate traffic signals, crossing signals, and transportation wayfinding signs are part of the streetscape.

Gateway Plazas and Open Spaces

In addition to the gateway plaza on the north side of the intersection of Ogden Street and Perry Street, Southard Park acts as a gathering place for residents and visitors alike. The restoration of this community open space will allow the creation of a streetscape that incorporates greenery and landscaping as well as development and will enhance the pedestrian connection experience to Trenton Transit Center.

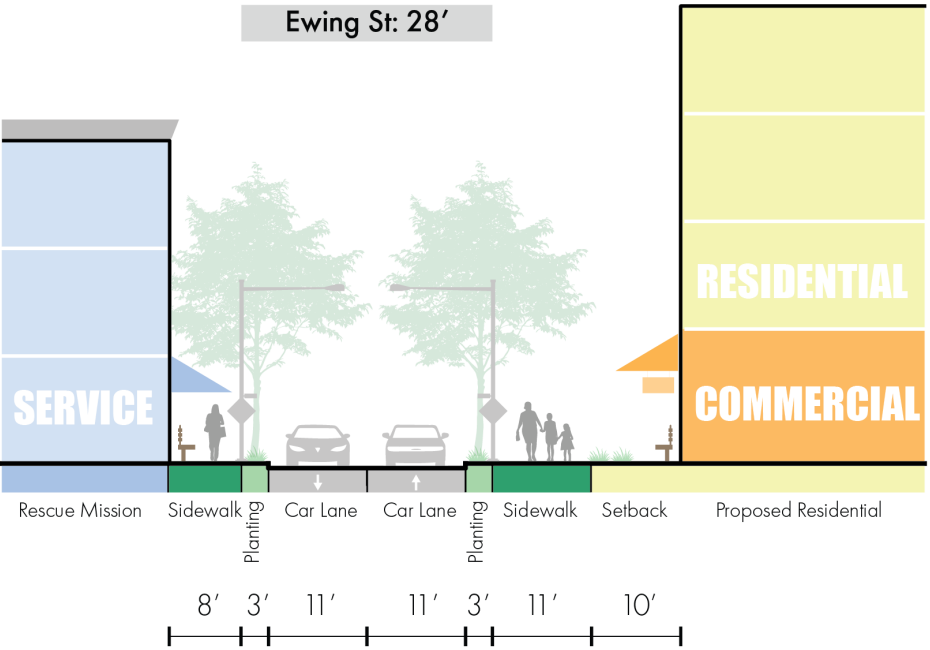
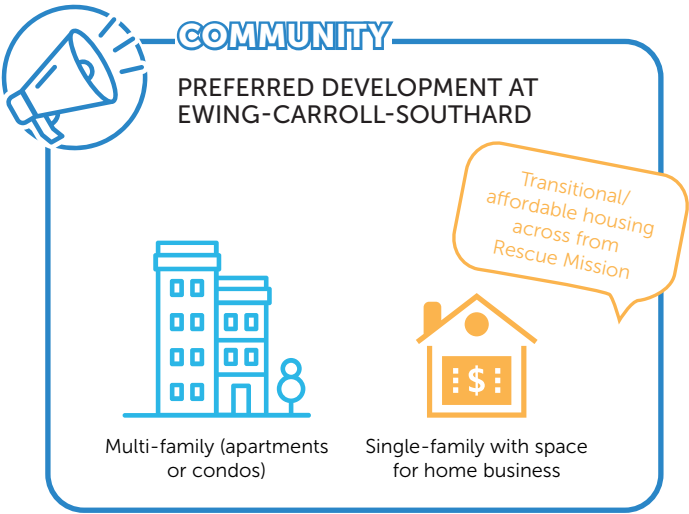


Figure 7.  
EWING STREET: PROPOSED CROSS-SECTION





Open space in street intersections  
and vision zero + greening strategies

## MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

### Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Analyze the Redevelopment Areas and develop measurable strategies and timeline for actions.
- Implement infrastructure changes to prioritize safety over speed: reducing travel lanes, traffic-calming measures, extend the curb at intersections to reduce pedestrian crossing distances, etc.

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

### Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements through the catalyst sites increases pedestrian walkability and bicycle access in the Ewing-Carroll-Southard Redevelopment Area.

The Plan recommends provision of integrated bicycle lanes along Perry Street and supporting facilities such as bicycle storage, and bikeshare stations. These improvements shall be consistent and should be developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the

Redevelopment Agreement document. Bike lanes should be located and designed in such a way as to minimize conflicts with other modes of transportation.

Ewing Street, proposed as the major thoroughfare to Trenton Transit Center, should provide connected sidewalks and adequate crossings at intersections, as well as traffic and pedestrian signals. The Land Development Ordinance sets the requirements for setbacks and any development should comply to allow for large sidewalks in the Redevelopment Area.

## SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Ewing-Carroll-Southard Redevelopment Area falls within a moderate to high (3-5F above city average) urban heat island.

This Redevelopment Plan and its proposed streetscape improvements through the catalyst sites, proposes:

- Street tree planting projects and maintenance on Ewing Street and Perry Street to increase the greening of the area while providing shadowed pedestrian areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- Streets may include a green buffer (minimum 3') between pedestrian and vehicular infrastructure when widths allow. This buffer may include green infrastructure to retain stormwater runoff and filter pollutants that run off roadways and other impermeable areas in the public realms. These green buffers may include, or may be additional to vegetated swales, rain gardens, and permeable pavers.
- Include planting islands that manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.



Urban heat islands and green infrastructure strategies -  
tree planting, rain gardens, permeable pavers



Page for clarification.  
Zoning updates and bulk guidelines will refer to LDO.

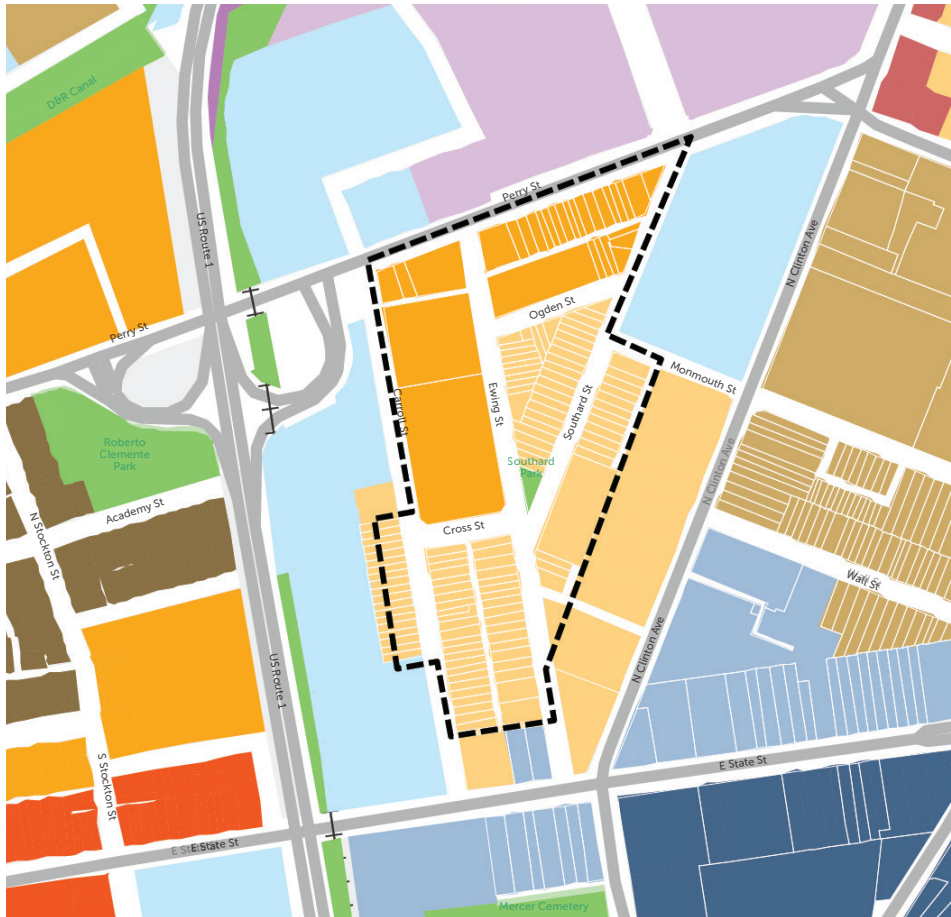


Figure 8.  
LAND DEVELOPMENT ORDINANCE

LEGEND			
--- RDA boundary	Other districts:	C-MS	TOD-2
RDA zoning districts:	RM-1	MU-T	INST
C-MX	RH-1	I-MU	OS-R
RM-2	RH-2	TOD-1	

## ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Ewing-Carroll-Southard Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- **Mixed-use Flex District (C-MX):** heterogeneous mixture of medium-intensity commercial and higher density residential uses for a mixed-use environment. The development must be compatible with the existing historic fabric of the Redevelopment Area and promote the reuse of existing buildings for flexible spaces when practicable.
- **Medium Density Residential District (RM-2):** moderately dense single-family, single-family attached, two-family, and rowhouse dwellings, as well as small-scale commercial uses that serve the neighborhood are permitted. Compatible institutional uses are also permitted in this district.







# 03

## IMPLEMENTATION & EARLY ACTIONS

IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years  
Mid = 3-6 years  
Long = 6+ years  
\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Mid-density development (refer to LDO for list of uses).	Live-work units that prompt activity along streets are encouraged. Adaptive reuse is encouraged. Supporting streetscape elements (i.e., street furniture, tree planting, etc.)		X			Long-term.
Support of pedestrian activity through active ground floors.			X			Long-term, to be implemented with development.
CIRCULATION						
Connected pedestrian infrastructure on Ewing Street.		X		X		Near-term.
Improvement and addition of traffic signals and crossings in Ewing Street.		X		X		Near-term.
Provision of an integrated bicycle lane along Perry Street.	Refer to City of Trenton Complete Streets Design Handbook standards and Citywide Updates.	X		X		Mid-term. Feasibility study should be conducted.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Mid-term, to be implemented with development of bike lanes.
STREETS AND PUBLIC SPACES						
New open space in the corner of Ogden Street and Ewing Street with passive recreation.	Develop a new open space as part of new development or adaptive reuse of the block. Include street furniture, trees and plantings.	X	X	X		Long-term, to be implemented with development.
Restoration of Southard Park.	Clean-up and enhancement of the existing public space.	X			X	Near-term.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Tree planting on Ewing Street and Perry Street.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.
Green buffers with green infrastructure along pedestrian routes.		X		X		Mid-term, as enhancement/ conversion of streets are being developed.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.

AP. A

PARCELS IN EWING-CARROLL-SOUTHARD  
REDEVELOPMENT AREA



PARCELS IN EWING-CARROLL-SOUTHARD REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
1102	15	0.048
1102	1	0.049
1101	6	0.044
1101	3	0.039
1101	2	0.028
1101	1	0.034
1102	18	0.048
1101	5	0.044
1102	17	0.048
1201	9	0.041
1102	22	0.048
1101	4	0.045
1001	17	0.052
1001	16	0.108
1102	11	0.063
1102	13	0.045
1102	14	0.700
1102	19	0.048
1102	16	0.048
1102	20	0.048
1102	21	0.048
1102	12	0.040
1002	2	0.047
1002	2	0.045
1002	2	0.030
1102	23	0.049
1102	24	0.049

BLOCK	LOT	SIZE (ACRES)
1102	1	0.081
1101	31	0.026
1001	6	0.038
1203	3	0.063
1203	4	0.335
1101	7	0.041
1101	13	0.048
1201	10	0.041
1001	10	0.059
1001	12	0.059
1001	13	0.039
1001	4	0.057
1002	1	0.621
1101	8	0.048
1101	18	0.050
1101	14	0.048
1101	12	0.048
1101	17	0.056
1001	11	0.059
1101	11	0.048
1101	16	0.048
1101	15	0.048
1101	9	0.048
1201	13	0.041
1201	12	0.041
1001	1	0.184
1001	14	0.039

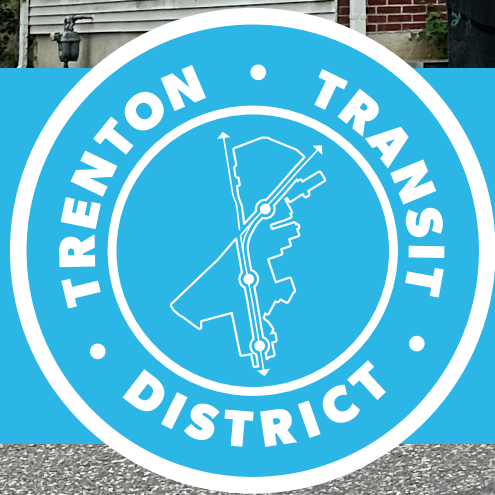
BLOCK	LOT	SIZE (ACRES)
1001	15	0.039
1001	3	0.057
1001	5	0.057
1001	7	0.038
1001	8	0.038
1001	9	0.032
1001	9	0.032
1001	9	0.051
1002	2	0.038
1002	2	0.037
1002	2	0.038
1101	19	0.030
1101	19	0.075
1101	19	0.033
1101	19	0.039
1101	20	0.067
1101	22	0.025
1101	23	0.028
1101	24	0.031
1101	25	0.035
1101	26	0.034
1101	26	0.035
1101	27	0.033
1101	28	0.032
1101	29	0.017
1101	29	0.028
1101	32	0.039

BLOCK	LOT	SIZE (ACRES)
1101	8	0.048
1201	11	0.041
1202	1	0.990
1202	2	1.689
1101	10	0.048
1101	30	0.033
1203	1	0.090
902	42	0.050
902	36	0.039
903	2	0.040
903	11	0.042
903	13	0.043
902	9	0.059
902	5	0.048
902	38	0.044
902	25	0.048
903	3	0.040
902	45	0.042
903	6	0.041
902	44	0.042
902	43	0.042
902	30	0.040
902	35	0.052
902	6	0.048
902	14	0.131
902	14	0.117
902	14	0.016

BLOCK	LOT	SIZE (ACRES)
902	23	0.048
903	14	0.043
902	31	0.040
902	27	0.047
902	26	0.047
902	41	0.045
902	40	0.045
902	33	0.041
902	32	0.040
902	29	0.040
902	28	0.044
903	8	0.041
903	7	0.041
902	34	0.059
902	7	0.049
902	7	0.051
902	7	0.054
902	24	0.048
903	5	0.041
903	4	0.042
902	39	0.045
903	12	0.042
902	5	0.040
902	1	0.047
902	2	0.059
903	9	0.041
903	1	0.041

BLOCK	LOT	SIZE (ACRES)
902	22	0.047
902	4	0.059
902	4	0.059
902	37	0.026
902	22	0.016
903	10	0.041
902	5	0.040
902	7	0.058
902	7	0.048
902	8	0.059
902	5	0.038



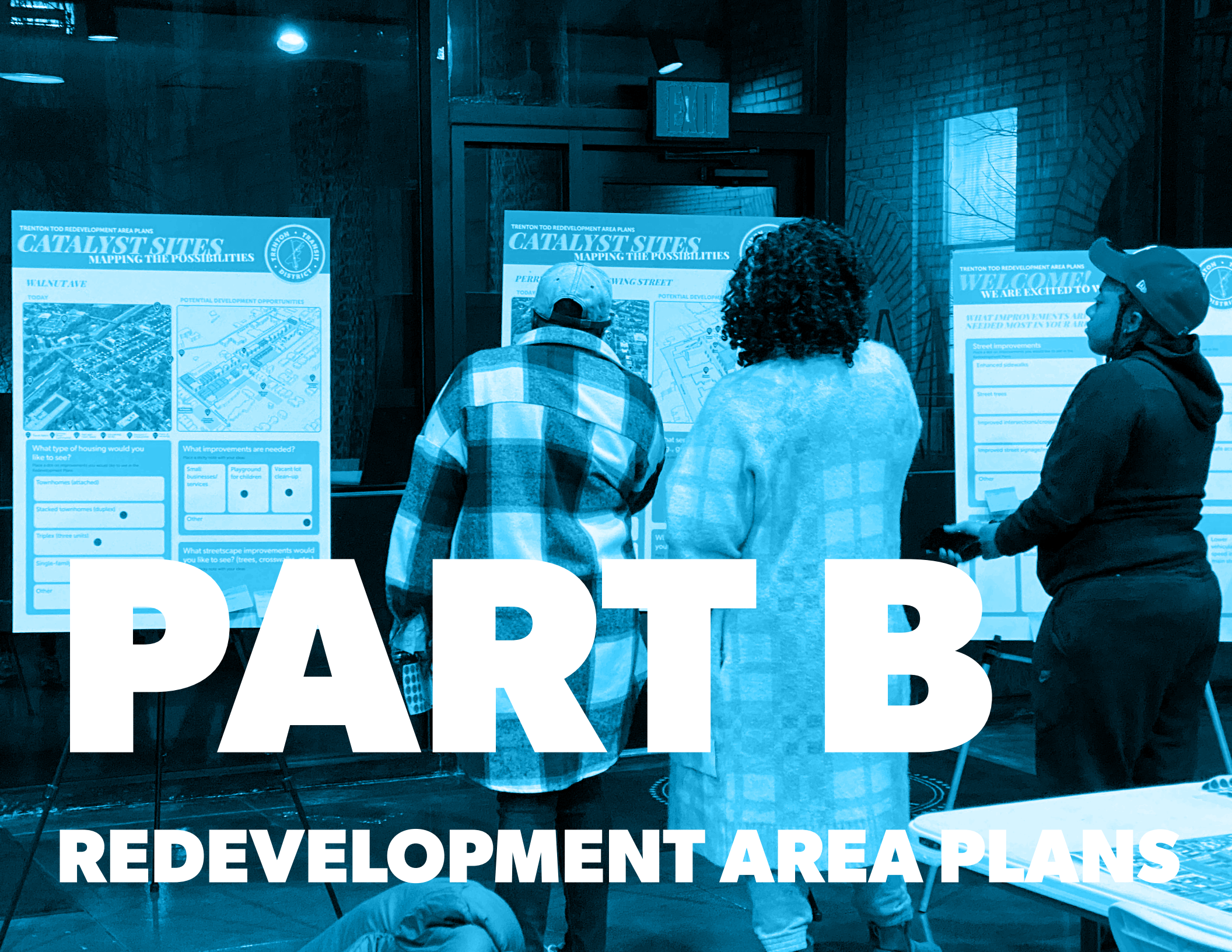


# CENTRAL EAST REDEVELOPMENT AREA PLAN

PREPARED BY WRT FOR THE CITY OF TRENTON:  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

## ACKNOWLEDGMENTS

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- Class 3) Joseph Harrison
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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Central East Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Central East Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

#### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY



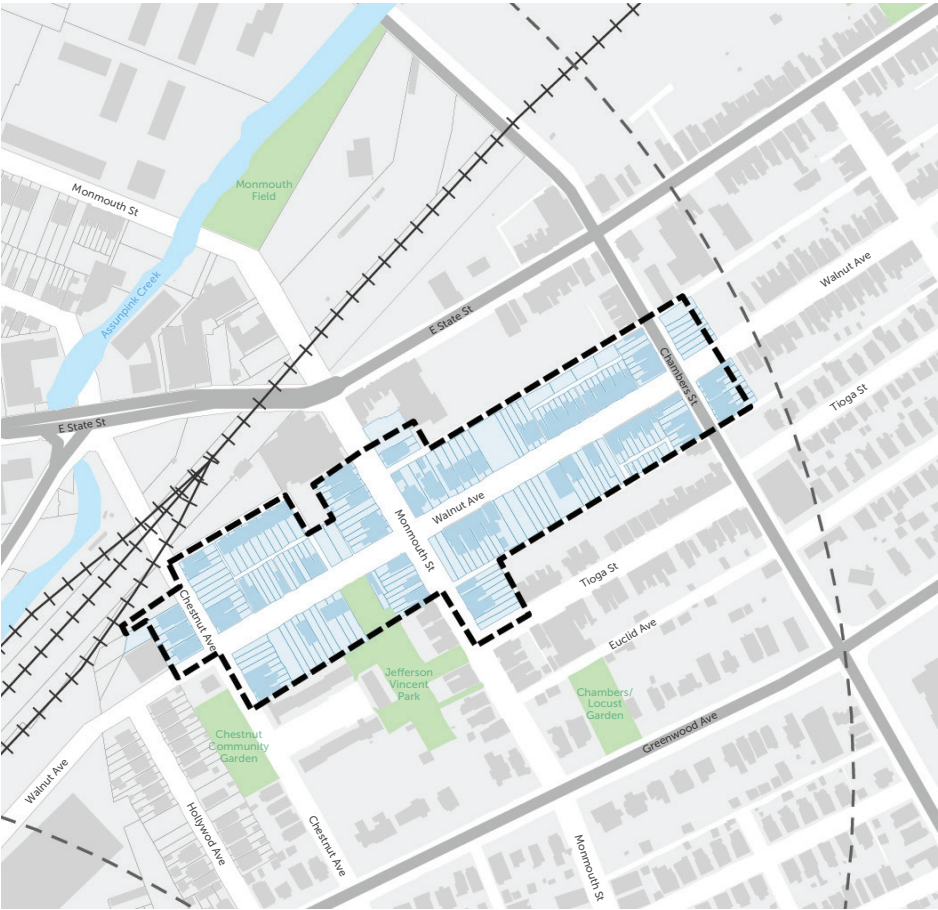


Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**

- RDAs
- 1/2 mile radius from transit

## INTRODUCTION

The Central East Redevelopment Area is generally bounded by Chestnut Avenue, Thompson Street, northerly lot line of Block 104, Lot 8, Monmouth Street, Freeman Lane, the rear (westerly) lot lines of 23-115 Chambers Street, Morton Alley, southerly lot of Block 107, Lot 52, the rear (southerly) property lines of 11-43 Walnut Avenue including Lots 114-U and 26, and the southerly lot line of Block 107, Lot 34.

The Redevelopment Area main character is residential, with rowhouses and single-family two-story development creating attractive front porch-like facades to the street., however, there is a need for rehab and streetscape improvements in the area. The primary focus of the Redevelopment Plan is to rehab buildings and land for residential use but there has been little progress on implementation. While some buildings appear to have been recently rehabbed, significant pockets of vacant land and vacant or distressed residences remain. Recent redevelopment proposals for mixed-use and residential have been drafted for consideration by the City Council.

### Underutilized Land

Central East Redevelopment Area is characterized by the high number of vacancies, consisting of 33% vacant lots and 27% vacant buildings. The City of Trenton owns nearly 40% of all parcels in this Redevelopment Area, including 71% of the vacant lots and 42% of the vacant building parcels. Only 5% of Central East Redevelopment Area consists of medium- to high-density (60-100%) impervious surface.

There is great potential for redevelopment within this small Redevelopment Area, due to the high vacancy rate and the close proximity to Trenton Transit Center.

### Service and Assets

Central East Redevelopment Area is mainly residential and presents a lack of services and assets but two corner stores that provide service to residents in the area and very close proximity to a community garden. Nonetheless, its proximity to Trenton Transit Center and areas of proposed high-density mixed-use development, present an opportunity to connect to services through walkable streetscapes.

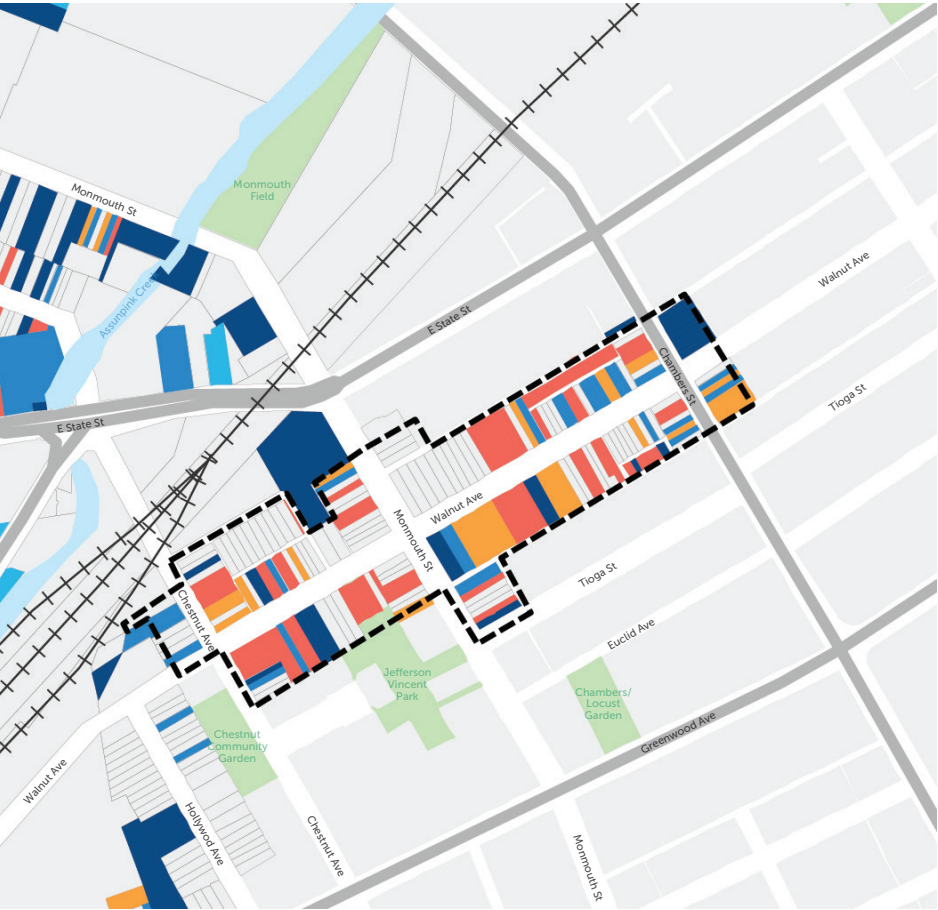


Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**

- Public vacant lots
- Public vacant buildings
- Public parking
- Private vacant lots
- Private vacant buildings
- Private parking





Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS**

- LEGEND**
- RDAs
  - ✦ Priority Intersection
  - Proposed Complete Streets
  - Prioritized Complete Streets where main barriers exist
  - Cycling Improvements
  - Pedestrian improvements
  - Proposed Multi-use Trail
  - Development Opportunity Area

### Environmental Conditions, Resilience and Vulnerability

There are no environmental conditions or constraints observed in the Central East Redevelopment Area.

### Transit and Mobility

The Central East Redevelopment Area is characterized by mainly one-way streets. With Walnut Avenue directly connecting to Trenton Transit Center through pedestrian and vehicular connections, all of the area falls within the 1/2-mile connection to transit. There are currently some sidewalk disconnections and repairs needed. Previous plans suggested a proposed bike lane on Chambers Avenue that connects to Greenwood Avenue

to the east and Lincoln Avenue and Perry Street to the west, passing through Monmouth field and north of Rush Crossing Apartments, where it directly links to Assunpink Greenway. Chestnut Avenue is proposed as a Complete Street that will expand south and west and will connect with N Clinton Avenue, also a proposed Complete Street. These improvements will enhance bicycle and pedestrian connections once the whole Complete Streets network is developed, making it easier for residents to connect to other parts of Trenton through pedestrian- or bicycle-enhanced environments.







# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

CATALYST SITES AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Central East Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use, Urban Design, and Public Realm

The Central East Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Central East Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in “Part A: Intro to the Trenton Transit District”, the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Central East Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

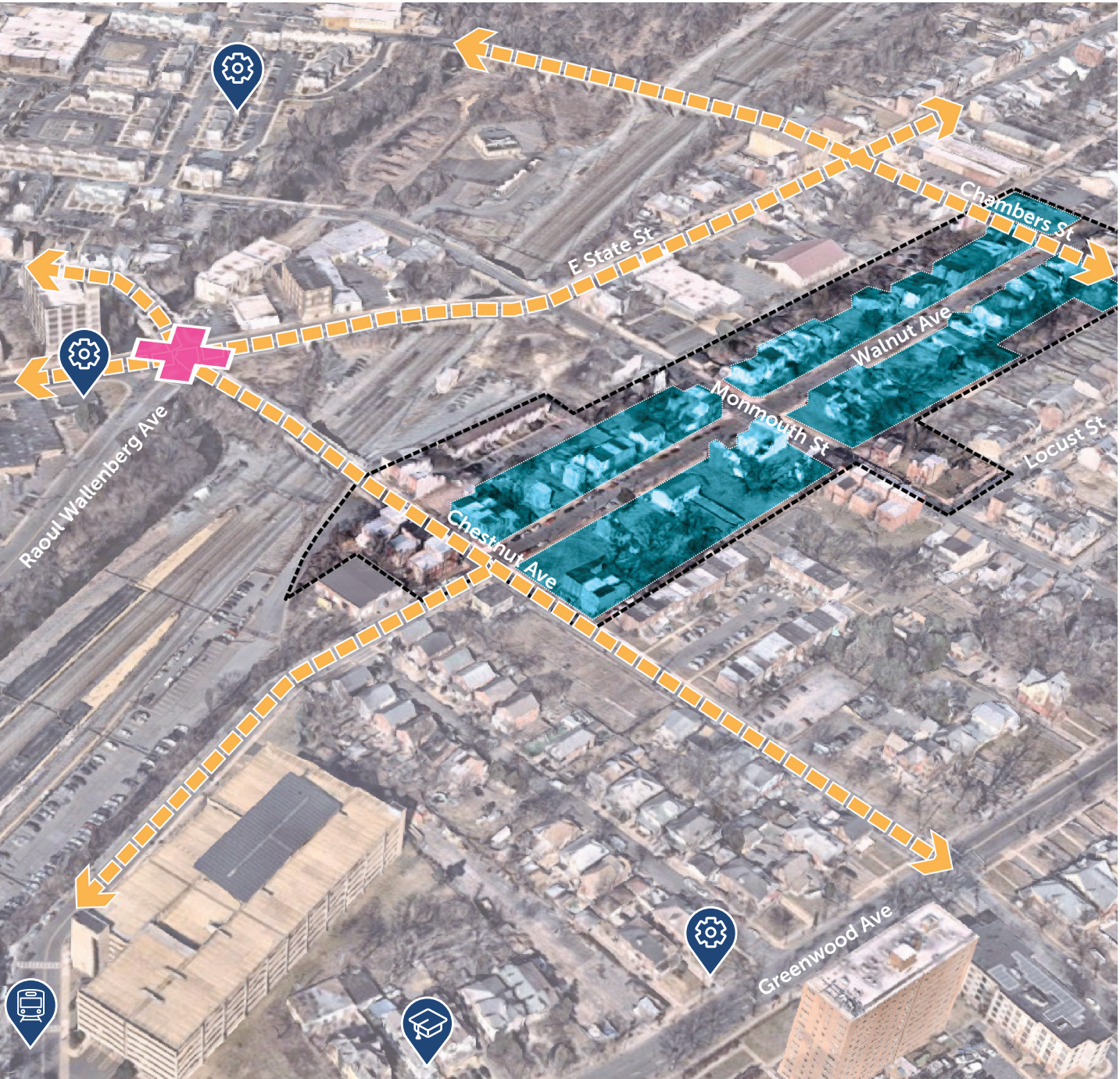
To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main throughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 4.  
OPPORTUNITIES IN CENTRAL EAST RDA

### LEGEND

- RDA boundary
- ✚ Intersection Improvements
- Proposed Complete Streets
- Public Space Improvements
- On-street Bike Lane
- Potential infill development
- Stable residential Area
- 🎓 Educational Facility
- ⚙️ Community Resource
- 🏛️ Place of Worship





## CATALYST SITES AND LAND USE

### CATALYST SITES

Based on analysis of the Central East Redevelopment Area that considered several factors including property ownership, existing and future land uses, circulation and parking, opportunities in the area related to transit and resident and stakeholder priorities, the Redevelopment Plan proposes a few key ideas for a lively, family-friendly district along Walnut Avenue with access to transit.

The vision for this Redevelopment Area includes medium density infill development that addresses the gaps and vacant lots found on Walnut Avenue. The development density intensifies as it approaches Trenton Transit Center. These new density will help create a cohesive environment for a family-friendly community.

Along with this development, streetscape improvements will help in creating a better pedestrian connection to Trenton Transit Center and the multi-modal transportation that the area offers, contributing to the wellbeing and accessibility of the community. Near Walnut Avenue and Chestnut Street, ground floor commercial uses are allowed to create services and amenities that will serve the community in this area.

### LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan's purpose, intent, and design principles, and the Land Development Ordinance. These land uses are compatible with existing development within the Central East Redevelopment Plan and the surrounding area. The following categories are recommended uses to create a district that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

#### ► Recommended uses:

- Residential Uses and Live-Work Units.
- Parks and Plazas.
- Adaptive Reuse of existing buildings.

#### ► Recommended ground floor uses:

- Retail or Commercial Uses.
- Spaces for Cultural Activities and Civic Uses.
- Performing Arts and Entertainment Spaces.

#### ► Additional recommended use regulations:

- Uses within the first-floor spaces in Central Redevelopment Area, except for entryways and lobbies, should be limited to the uses listed in the previous section.

#### ► Accessory recommended uses:

- Accessory Apartment.
- Off-Street Parking Facilities.



Neighborhood street with greenery and walkable environment



Flex open space activation - seasonal cultural and social activities



Children-friendly furnishings



# URBAN DESIGN, PLACEMAKING, PUBLIC REALM

General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development along Walnut Avenue should consider appropriate façade and design material selection that reinforces the character of Trenton's residential districts and the public amenities nearby.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Street design must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use is not permitted on Trenton Station Redevelopment Area.
- ▶ All other parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance's conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.

## COMMUNITY PREFERRED DEVELOPMENT AT CENTRAL EAST



Triplex  
(three units)



Single-family with space  
for home business



Townhomes

## COMMUNITY WHAT IMPROVEMENTS ARE NEEDED IN CENTRAL EAST?

**#1** Small businesses/  
services

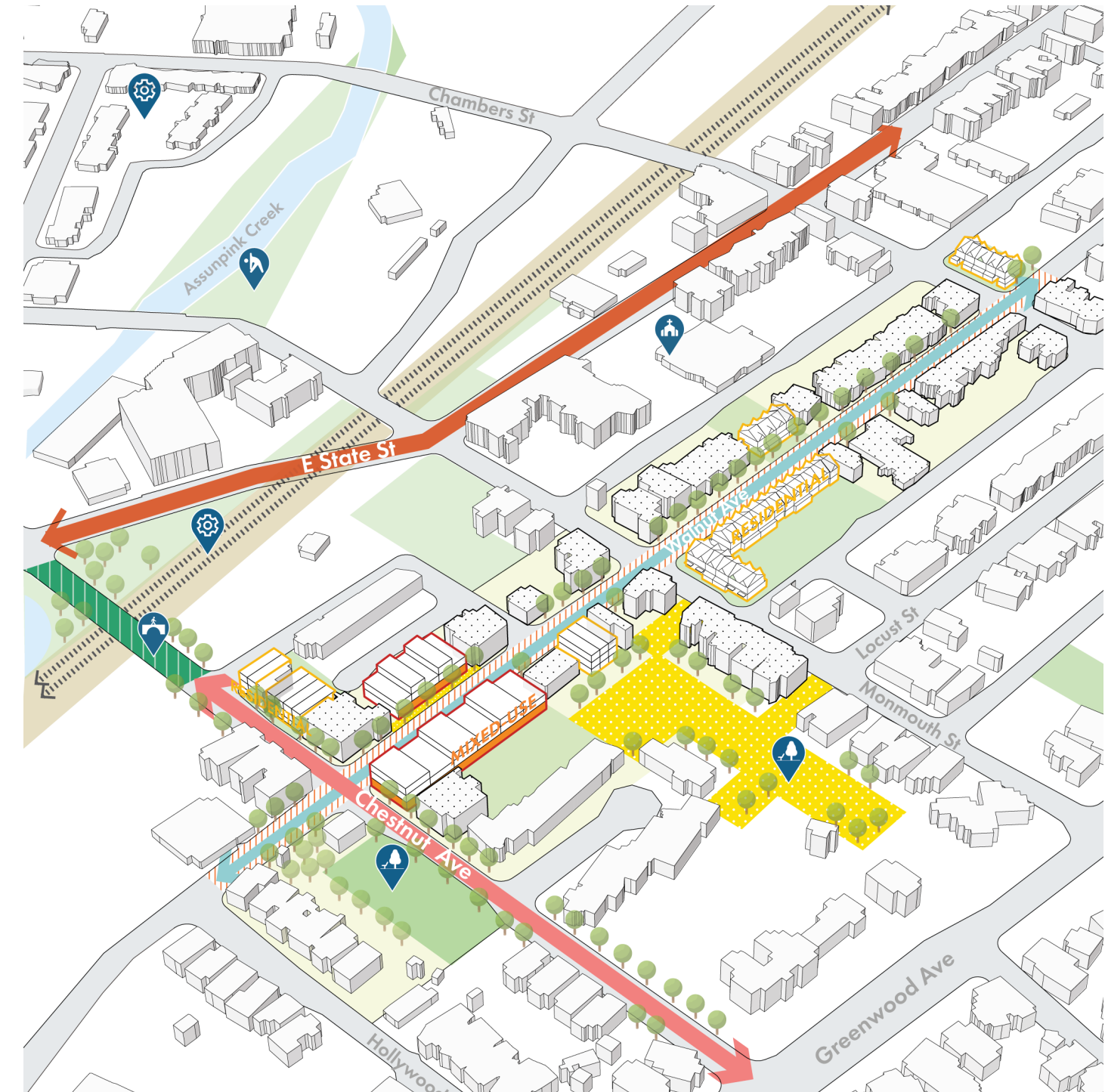
**#2** Vacant lot  
clean-up

**#3** Playground for  
children

Figure 5.  
**CATALYST  
DEVELOPMENT IN  
CENTRAL EAST RDA**

### LEGEND

- ↔ Complete Street
- ↔ Priority Connection
- ↔ Street and Green Improvements
- ↔ Rail
- Open Space Improvement
- Park
- Pedestrian-Only Bridge Zone
- Open Space
- Outdoor Fitness
- Community Resource
- Place of Worship
- Pedestrian Bridge





CENTRAL EAST RECOMMENDATIONS

This sub-district includes vacant lots Block 12804 Lot 1-7; Block 12806 Lot 1-4; Block 12902 Lot 8-10; Block 12903 Lot 11-22; Block 13101 Lot 51-62 and 67-69; and Block 26403 Lot 1-8.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends medium density development along Walnut Avenue that is consistent in height and materials with the residential character of the neighborhood.

The infill development in this area is recommended to be residential with the possibility of hosting ground floor commercial amenities on the areas of proximity to Trenton Transit Center. These new developments on vacant lots will allow a visual connection through this residential corridor toward Trenton Transit Center, also improving the safety and walkability of the area.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to transit.

This Plan proposes Walnut Avenue as a connected sidewalks along the east and west sides of Walnut Avenue with the addition of trees that provide shade to pedestrians.

An integrated bike lane on Walnut Avenue as a improvement street, which will allow an easier access to Trenton Transit Center from the northern neighborhoods as well as connecting with major streets like S Clinton Avenue, Greenwood Street, etc. all of which provide access to downtown and other service and amenity areas.

Chestnut Avenue is envisioned as a Complete Street, facilitating access to E State Street and Trenton’s northern and southern neighborhoods through safe, multi-modal transit.

In addition, the Chestnut Avenue bridge is planned to be converted to pedestrian- and bike-only from E State Street to Walnut Avenue to facilitate accessibility between districts and the Trenton Transit Center and the surrounding mobility assets.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Central East to benefit from the proximity of pocket parks including Chambers/Locust Garden, Jefferson Vincent Park, and Chestnut Community Garden.

These spaces could benefit from promotion through cohesive branding and the creation of a seasonal social neighborhood activities agenda that is family-friendly and benefits the community. The maintenance of these open spaces and inclusion of children-friendly furnishings such as

playgrounds on Jefferson Vincent Park will also help with the activation of these spaces and the safety of the overall area through neighborhood activation. This Plan strongly recommends including bikeshare stations and bicycle parking in or nearby these open spaces to encourage alternate modes of transportation to active and passive recreation. Adequate signage, crossings, and traffic-calming measures should be put in place, especially near these areas.

Character and Identity

These Plan proposes open space branding strategies (e.g., directional signage) for enhancing and promoting active and passive recreation in this residential neighborhood as well as clear signage that will direct residents towards transit hubs like Trenton Transit Center.

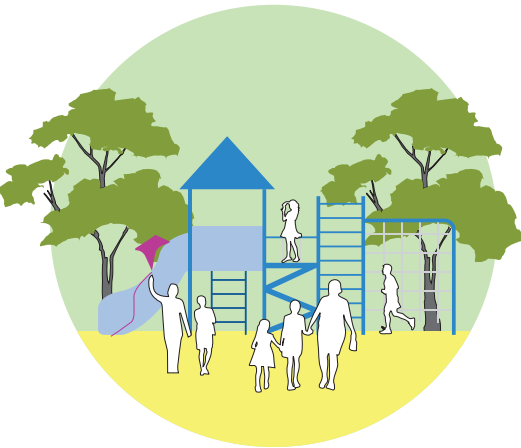


Figure 6.  
PLACEMAKING ON  
CENTRAL EAST  
OPEN SPACES

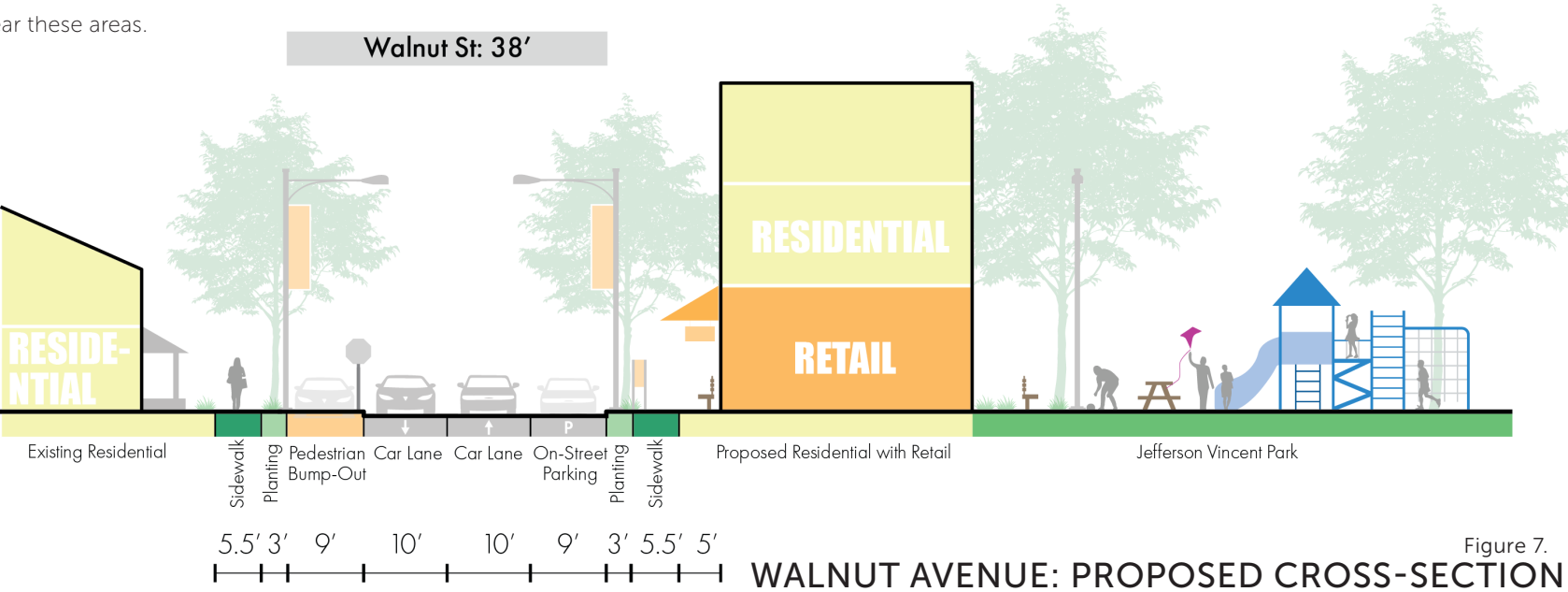


Figure 7.



MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Analyze the Redevelopment Areas and develop measurable strategies and timeline for actions.
- Implement infrastructure changes to prioritize safety over speed: reducing travel lanes, traffic-calming measures, extend the curb at intersections to reduce pedestrian crossing distances, etc.

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements proposes an increased accessibility to Trenton Transit Center through pedestrian walkability and bicycle access in the Central East Redevelopment Area.

This Plan recommends Walnut Avenue as the major thoroughfare to Trenton Transit Center, and connected sidewalks and adequate crossings at intersections should be provided, as well as traffic and pedestrian signals.

Walnut Avenue is recommended for the provision of integrated bicycle lanes and supporting facilities such as bikeshare stations. These improvements shall be consistent with and developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the Redevelopment Agreement document. Bike lanes should be designed in such a way as to minimize conflicts with other modes of transportation.



Walkable neighborhood street + open space activation



Placemaking through Vision Zero strategies

Complete Streets

As indicated in the Trenton Complete Streets Design Handbook, Chestnut Avenue is identified as a “Downtown Connector Corridor”. The Downtown Connector Corridor Complete Streets aims to provide safe, efficient movement of all road users through Downtown Trenton. These corridors are characterized for running along medium to high density thoroughfares with increased street activity. The required elements for this type of Complete Street includes: 6’-12’ pedestrian zone; lighting; bus stop amenities with seating and shelter; narrowed lanes to reduce traffic speed; ADA ramps on crosswalks; and pedestrian signals and warning signs. A full list of required and recommended elements can be found in the Plan.

The development of these Complete Streets should comply with said Plan and Citywide Updates, and addressed in the Redevelopment Agreement.



Page for clarification.

Zoning updates and bulk guidelines will refer to LDO.

# SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Central East Redevelopment Area falls within a mild to moderate (1-2F above city average) urban heat island. This Redevelopment Plan and its proposed streetscape improvements recommends:

- ▶ Street tree planting projects and maintenance on Walnut Avenue and Jefferson Vincent Park to increase the greening of the area while providing shadowed pedestrian and recreation areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- ▶ All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- ▶ Any new paved areas in plazas and open spaces should include increased permeable surfaces and vegetation that can absorb and retain rainwater to mitigate flooding and enhance green space.
- ▶ Include planting islands that manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.



Green infrastructure strategies - permeable pavement, and parking planting island

# ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Central East Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- ▶ **Medium Density Residential District (RM-1):** this district accommodates moderately dense single-family, single-family attached, two-family, and rowhouse dwellings. Select compatible non-residential uses are also permitted within the district.
- ▶ **Medium Density Residential District (RM-2):** this district accommodates moderately dense single-family, single-family attached, two-family, and rowhouse dwellings. Select compatible institutional uses are also permitted within the district.
- ▶ **High Density Residential District (RH-2):** accommodates a development pattern composed of a mixture of housing types at the highest densities within Trenton for the residential districts. It is designed to reflect the development pattern existing in many of Trenton's oldest neighborhoods, and to encourage well-designed high-density residential development where appropriate within the City that includes small-scale commercial uses that serve the neighborhoods. Select compatible institutional uses are also permitted within the district.
- ▶ **Open Space and Recreation District (OS-R):** accommodates the creation, preservation, and enhancement of public open space and recreational amenities within Trenton. Accommodates active and passive recreational uses and acknowledges multiple roles that these spaces often play within the City. Compatible ancillary uses such as outdoor entertainment venues, cafes, and similar uses are also permitted within the district.

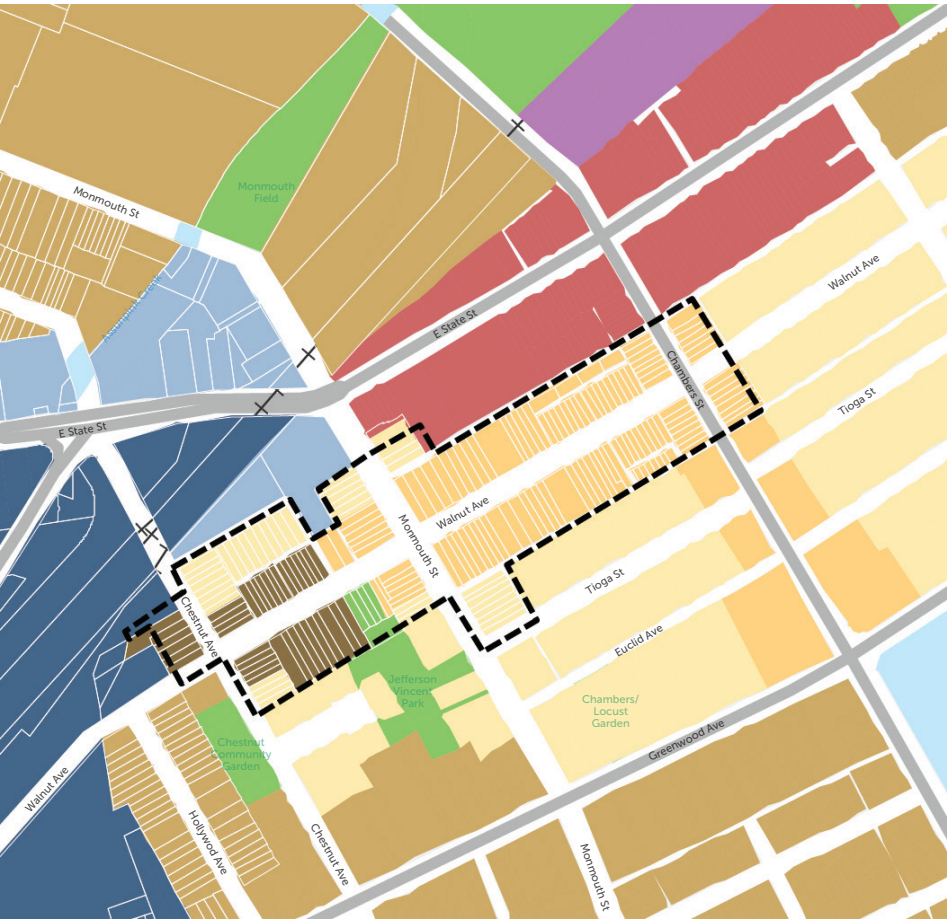
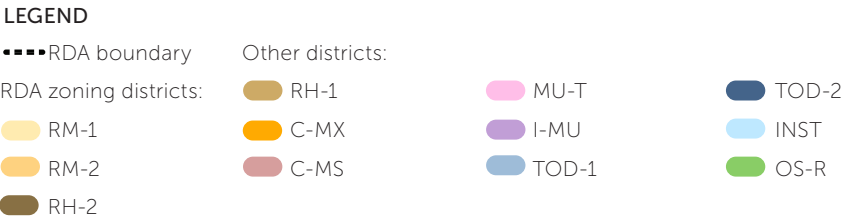


Figure 8. LAND DEVELOPMENT ORDINANCE







# 03

## IMPLEMENTATION & EARLY ACTIONS

### IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years  
Mid = 3-6 years  
Long = 6+ years  
\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Residential infill development (refer to LDO for list of uses).	Live-work units that prompt activity along streets are encouraged. Supporting streetscape elements (i.e., street furniture, tree planting, etc.) should be incorporated to promote walkability.		X			Long-term.
Support of pedestrian activity and walkability.			X			Long-term, to be implemented with development.
CIRCULATION						
Connected pedestrian infrastructure on Walnut Avenue.		X		X		Near-term.
Provision of adequate signage, crossings, and traffic calming measures, with special regard near open spaces.		X		X		Near-term.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Provision of an integrated bicycle lane along Walnut Avenue.	Refer to City of Trenton Complete Streets Design Handbook standards and Citywide Updates.	X		X		Mid-term. Fesibility study should be conducted.
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Mid-term, to be implemented with development of bike lanes.
STREETS AND PUBLIC SPACES						
Conversion of Chestnut Avenue to Complete Street “Downtown Connector Corridor”.	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
Identity and branding of the area’s open spaces.	Establish a recognizable brand and implement signage that guides users through the neighborhood assets and Trenton’s transit assets.	X	X	X	X	Near-term.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
STREETS AND PUBLIC SPACES						
Activation of open spaces.	Creation of seasonal social neighborhood activities and agenda.	X			X	Mid-term.
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Tree planting on Walnut Avenue and Jefferson Vincent Park.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.
Increased permeable surfaces on new public spaces.	Design new public spaces with permeable surfaces that allow for runoff and stormwater filtration.	X	X	X		Mid-term, as enhancement/ conversion of streets are being developed.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.

AP. A

PARCELS IN CENTRAL EAST  
REDEVELOPMENT AREA



PARCELS IN CENTRAL EAST REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
12903	9	0.048
12905	7	0.038
12903	8	0.048
12903	3	0.040
12905	3	0.044
12905	8	0.038
13203	9	0.113
13203	2	0.325
13101	60	0.059
12801	6	0.834
12906	1	0.016
12906	3	0.012
13203	10	0.048
13101	62	0.060
12905	1	0.048
12903	7	0.184
12903	13	0.112
12903	2	0.048
13101	57	0.055
12903	5	0.046
12903	6	0.052
12908	8	0.028
13203	11	0.048
12903	11	0.049
12905	5	0.044
13101	56	0.114
13101	59	0.059

BLOCK	LOT	SIZE (ACRES)
12807	1	0.010
12903	12	0.072
12903	12	0.092
12903	4	0.048
12903	4	0.046
12903	1	0.049
12903	1	0.032
12903	10	0.048
12905	2	0.042
12905	4	0.044
12905	6	0.045
12906	2	0.012
12906	2	0.012
12906	2	0.012
12906	2	0.012
12906	4	0.005
12911	1	0.027
13101	47	0.035
13101	58	0.059
13101	61	0.059
13203	7	0.069
13203	8	0.086
12906	2	0.012
27601	36	0.038
27601	38	0.037
27601	41	0.040
27601	37	0.037

BLOCK	LOT	SIZE (ACRES)
27601	40	0.038
27601	39	0.042
27601	42	0.035
26403	1	0.069
12902	17	0.072
12908	6	0.028
12911	5	0.027
12903	19	0.047
12902	5	0.050
12807	7	0.045
12910	2	0.029
12807	3	0.046
12909	4	0.029
12807	8	0.045
12807	4	0.046
12910	3	0.029
12902	18	0.072
13101	49	0.035
12911	6	0.027
12804	5	0.030
12909	3	0.029
12801	8	0.041
12910	4	0.029
12909	2	0.029
12902	12	0.058
12804	4	0.030
13203	12	0.048

BLOCK	LOT	SIZE (ACRES)
13203	1	0.048
12805	1	0.041
13101	51	0.035
12806	6	0.034
13101	52	0.035
13101	53	0.035
12801	12	0.042
12907	2	0.028
12902	16	0.072
12910	8	0.029
12908	7	0.028
12907	5	0.028
13101	50	0.035
12807	6	0.045
12801	7	0.042
12910	7	0.029
12911	7	0.028
26403	8	0.035
12807	2	0.052
12902	14	0.057
12902	15	0.058
12802	18	0.069
12907	9	0.028
12907	8	0.028
12902	13	0.058
12803	5	0.031
12903	20	0.046

BLOCK	LOT	SIZE (ACRES)
12902	19	0.072
12807	11	0.045
12807	10	0.045
12804	1	0.030
12807	9	0.045
12807	5	0.047
12802	19	0.069
13101	63	0.100
12910	6	0.029
27601	43	0.042
13101	78	0.032
12908	5	0.028
12805	3	0.037
13101	64	0.066
12801	15	0.038
12902	11	0.057
12909	7	0.029
12801	11	0.045
13101	65	0.074
12804	6	0.030
12909	5	0.029
26403	7	0.033
26403	5	0.038
26403	6	0.034
12801	17	0.048
13203	13	0.048
26403	4	0.034

BLOCK	LOT	SIZE (ACRES)
26403	3	0.034
12908	1	0.036
12908	3	0.028
12803	4	0.031
12804	3	0.030
12902	10	0.217
12902	2	0.047
12902	20	0.071
12902	9	0.042
12903	14	0.047
12903	18	0.046
12910	5	0.029
13101	66	0.047
12908	2	0.028
13101	54	0.035
12806	1	0.037
12806	2	0.037
12806	4	0.037
12805	4	0.038
13101	76	0.032
12801	10	0.046
12801	13	0.045
12801	13	0.044
12801	14	0.046
12801	16	0.039
12801	9	0.042
12803	1	0.036

BLOCK	LOT	SIZE (ACRES)
12803	2	0.031
12803	3	0.031
12803	6	0.030
12803	7	0.030
12804	2	0.030
12804	7	0.039
12805	2	0.037
12806	3	0.037
12806	5	0.046
12806	7	0.034
12806	8	0.046
12902	1	0.044
12902	3	0.047
12902	4	0.056
12902	6	0.046
12902	7	0.049
12902	8	0.044
12903	15	0.044
12903	16	0.047
12903	17	0.046
12903	21	0.061
12903	22	0.050
12907	1	0.028
12907	3	0028
12907	4	0.028
12907	6	0.028
12907	7	0.028

BLOCK	LOT	SIZE (ACRES)
12908	4	0.028
12909	1	0.029
12909	6	0.029
12909	8	0.030
12910	1	0.030
12910	9	0.030
12911	2	0.028
12911	3	0.028
12911	4	0.028
12911	8	0.036
13101	48	0.035
13101	55	0.042
13101	67	0.040
13101	68	0.039
13101	69	0.039
13101	70	0.040
13101	71	0.016
13101	72	0.043
13101	73	0.030
13101	74	0.031
13101	75	0.031
13101	77	0.032
13101	79	0.032
13101	80	0.032
13101	102	0.098
12901	17	0.173
12901	12	0.042
12901	13	0.046



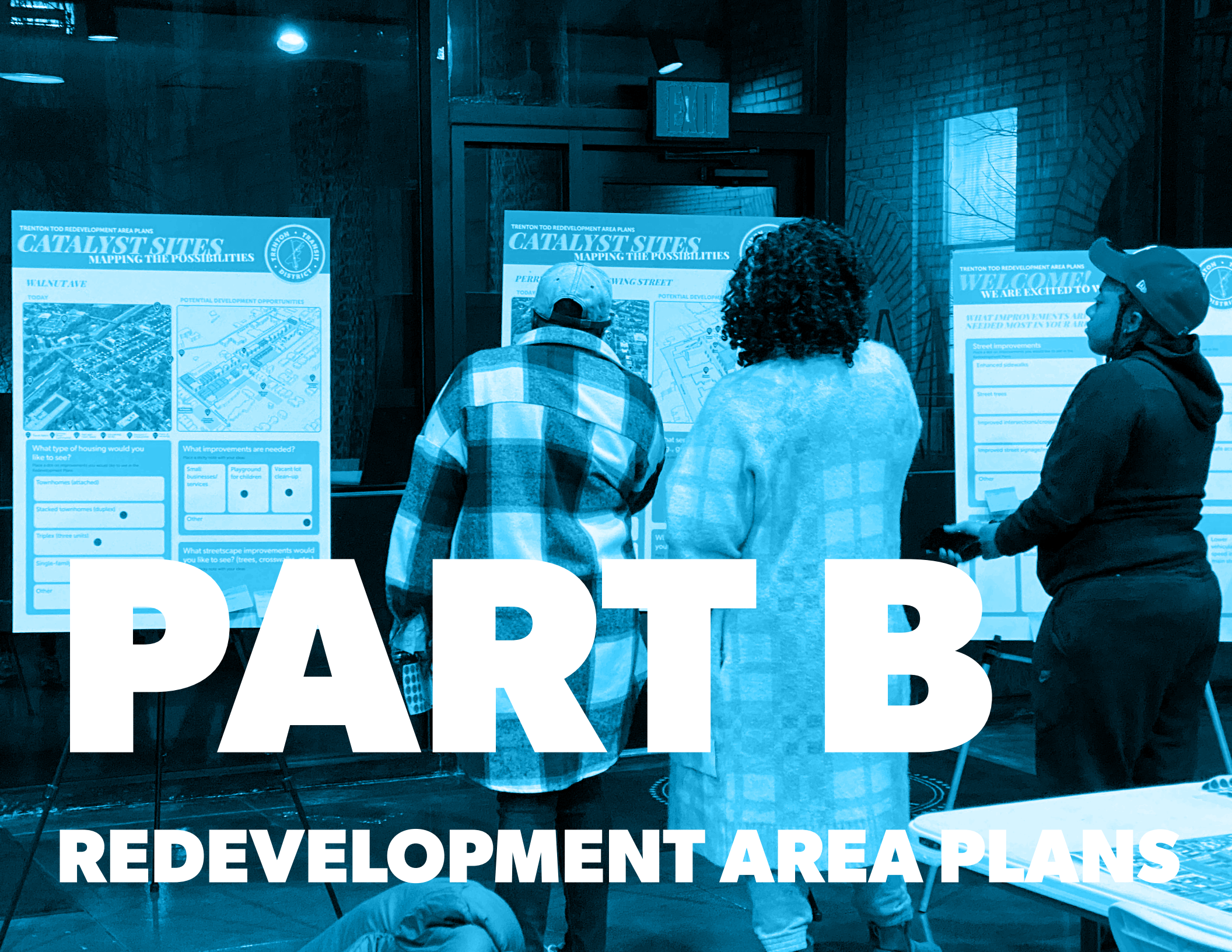


# TRENTON STATION REDEVELOPMENT AREA PLAN

PREPARED BY WRT FOR THE CITY OF TRENTON:  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

## ACKNOWLEDGMENTS

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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Trenton Station Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Trenton Station Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

#### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY



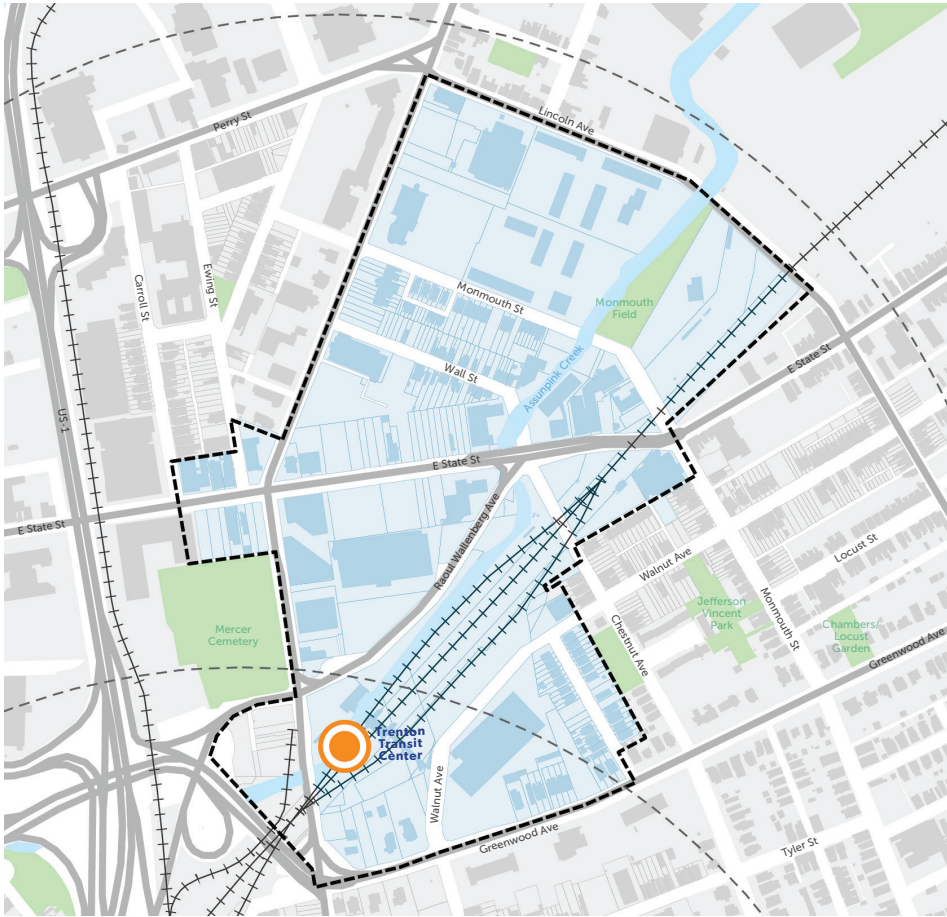


Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**

- RDAs
- 1/2 mile radius from transit

# INTRODUCTION

The Trenton Station Redevelopment Area is generally bounded by Lincoln Avenue between N Clinton Street and E State Street to the north, Carroll Street, S. Clinton Avenue, Raoul Wallenberg Avenue and Market Street to the west, 311-317 Monmouth Street, Thompson Street, and the rear (northerly) of Block XXX to the east, and Greenwood Avenue to the south.

This Redevelopment Area is the largest of the ones within the transit-oriented development boundaries and over six times larger than its neighboring Redevelopment Areas.

There has been some progress in implementing the Plan so far, particularly the development of Rush Crossing and investment in Trenton Transit Center. The Plan has been amended twelve times since adoption, most recently in 2008. This last amendment strives to:

- ▶ Promote smart growth around Trenton Transit Center.
- ▶ High-density, mixed-use development that integrates into the surrounding community.
- ▶ Maintain strong pedestrian connections.

## Underutilized Land

Within Trenton Station’s sizable geography, roughly six acres of land are vacant lots, with 30% of them owned by the City. Most of the proportion of the underutilized land in this Redevelopment Area comes from surface parking lots, comprising nearly 20% of all parcels. 35% of the land in the study area is high-density impervious surface hindering stormwater management and pedestrian experience.

## Service and Assets

The Trenton Station Redevelopment Area formerly held the Yard Avenue Historic District, active from 1980 to 1985 and now home to Station Plaza. Nowadays it is home to several state and municipal government assets, which include the City of Trenton’s Board of Education, the U.S. District Court of New Jersey, and the state’s Department of Environmental Protection. In addition to these major assets in the area, there is also the Salvation Army Worship and Community Center at the corner of E. State Street and Raoul Wallenberg Avenue. The center’s recent closing presents new redevelopment opportunities given its proximity to Trenton Transit Center.

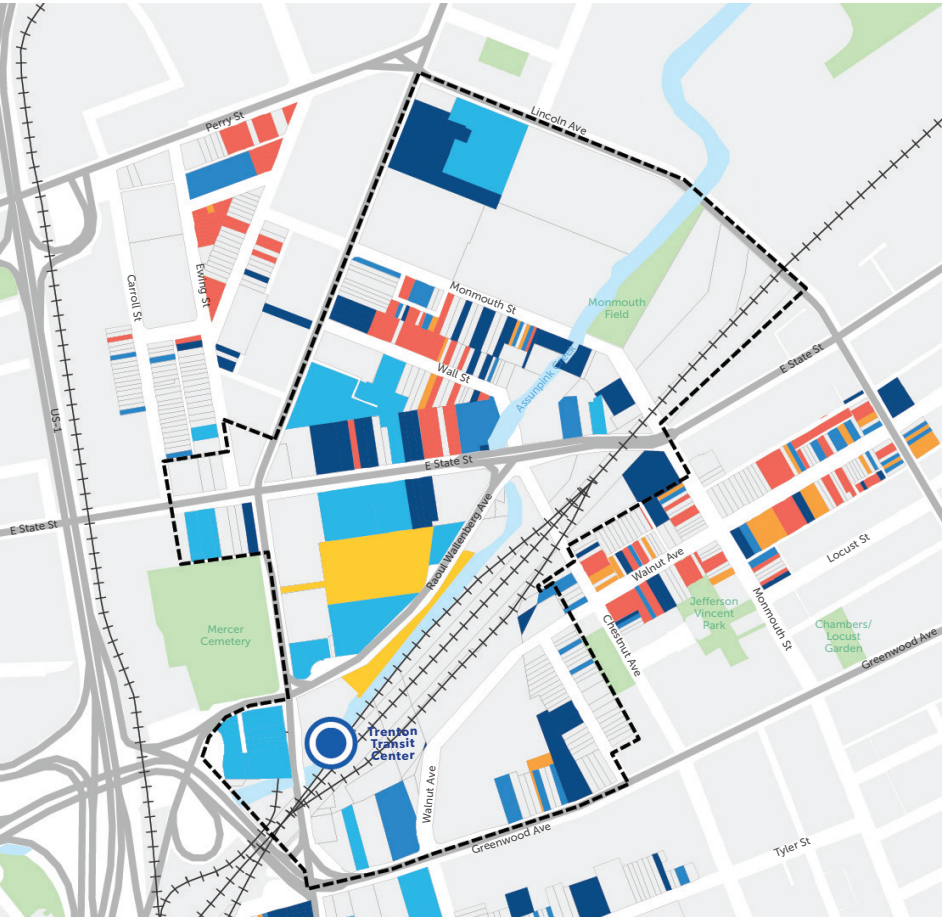


Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**

Public vacant lots	Private vacant lots
Public vacant buildings	Private vacant buildings
Public parking	Private parking





Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS**

**LEGEND**

- RDAs
- ✚ Priority Intersection
- 📍 Key Placemaking Opportunity
- Proposed Complete Streets
- Prioritized Complete Streets where main barriers exist
- Cycling Improvements
- Pedestrian improvements
- Proposed Multi-use Trail
- Development Opportunity Area

**Environmental Conditions, Resilience and Vulnerability**

The Trenton Station Redevelopment Area faces flooding and brownfield-related environmental constraints. While most of the flood risk in the area consists of regulatory floodway, 6% of its land cover is within the 100-year floodplain. Flood risk in this RDA primarily affects the three rail lines that pass through the Trenton Transit Center, as well as the station itself. The affected rails operate both local and regional routes, including AMTRAK’s Northeast Corridor, SEPTA, and the NJ Transit RiverLINE.

Trenton Station Redevelopment Area also contains one brownfield according to available data – the former site of the Crossley Machine Company, which closed in 1999. Soil samples from the time of the closing indicated contamination from multiple chemicals. The City of Trenton, the current owner of the 0.8-acre site via tax foreclosure in 2020, assessed a penalty to the company in 2014 for their failure to remediate the site. After litigation in 2017, the New Jersey Department of Environmental Protection determined that the penalty must be paid. The City of Trenton will begin new investigations on this site.

**Transit and Mobility**

The Trenton Station Redevelopment Area is home to the Trenton Transit Center, the major transit facility in the city and home to AMTRAK, SEPTA, and NJRiverLINE.

There have been several transit and mobility improvements proposed in previous plans for this area, and it has been formalized as an “Immediate Transit Center Zone” by the Transit Oriented Development Strategic Plan, with several of its strategies guiding towards creating an area characterized by compact, mixed-use development, multi-modal linkages, and equitable transit access.

The proposed improvements are particularly important given the commuting patterns identified in previous Plans:

- ▶ Enhance pedestrian and bicycle safety and delineate preferred routes for bicyclists – the proposed bike lane on E. State Street and N. Clinton Avenue will allow safe connections between downtown and the Trenton Transit Center.

- ▶ Facilitate access to transit – multi-modal transit options are critical in these Redevelopment Areas as 18% of workers in Trenton live in households with no vehicle and 32% have access to only one vehicle per household. Through proposed Complete Streets and intersection improvements, the pedestrian connections to Trenton Transit Center will be improved, making it easier for all residents living within a ½ mile walkshed to access multi-modal transit.

Nonetheless, stakeholder engagement and first-hand examinations revealed the following mobility-related barriers to catalyze redevelopment in this geography:

- ▶ There are poor bicycle and pedestrian connections to and from the Trenton Transit Center.
- ▶ The study area’s existing road network cannot support a significant increase in vehicular traffic.

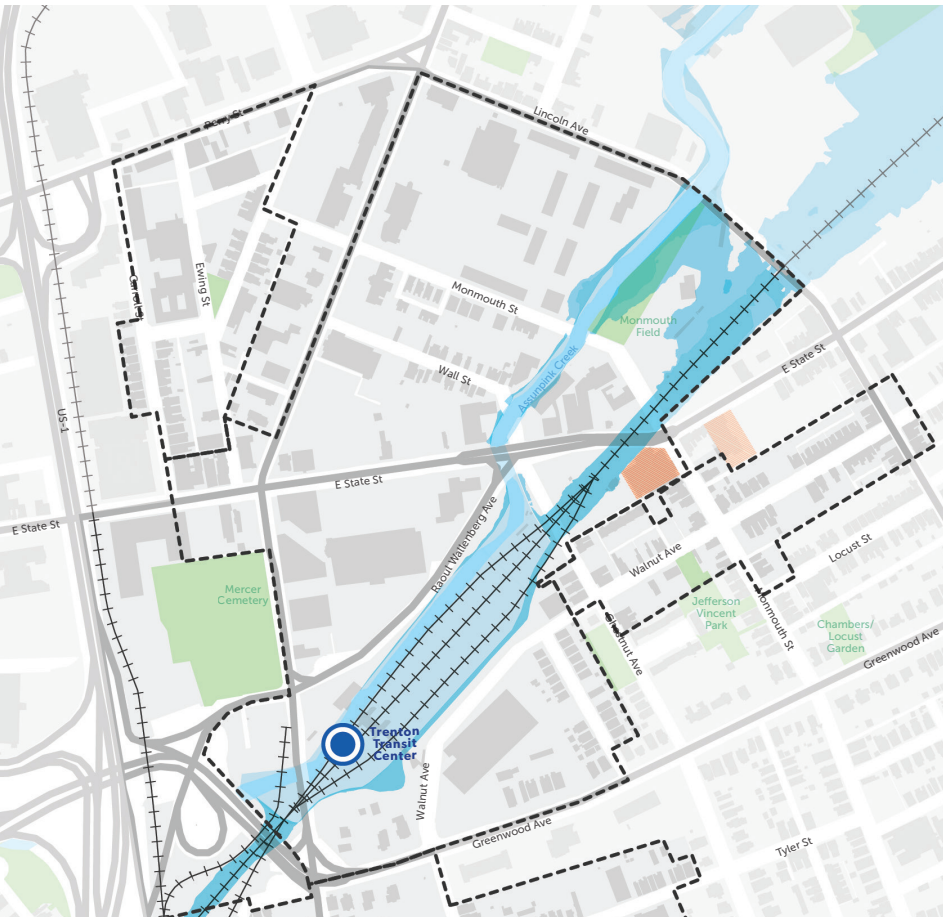


Figure 4.  
**FLOOD RISK AND BROWNFIELD SITES**

**LEGEND**

- 1% Annual Chance Flood Hazard
- 2% Annual Chance Flood Hazard
- Reduced Flood Hazard
- Brownfield Within the RDA
- Other Brownfield





# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

SUB-DISTRICTS AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Central East Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use, Urban Design, and Public Realm

The Trenton Station Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Trenton Station Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in "Part A: Intro to the Trenton Transit District", the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Trenton Station Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

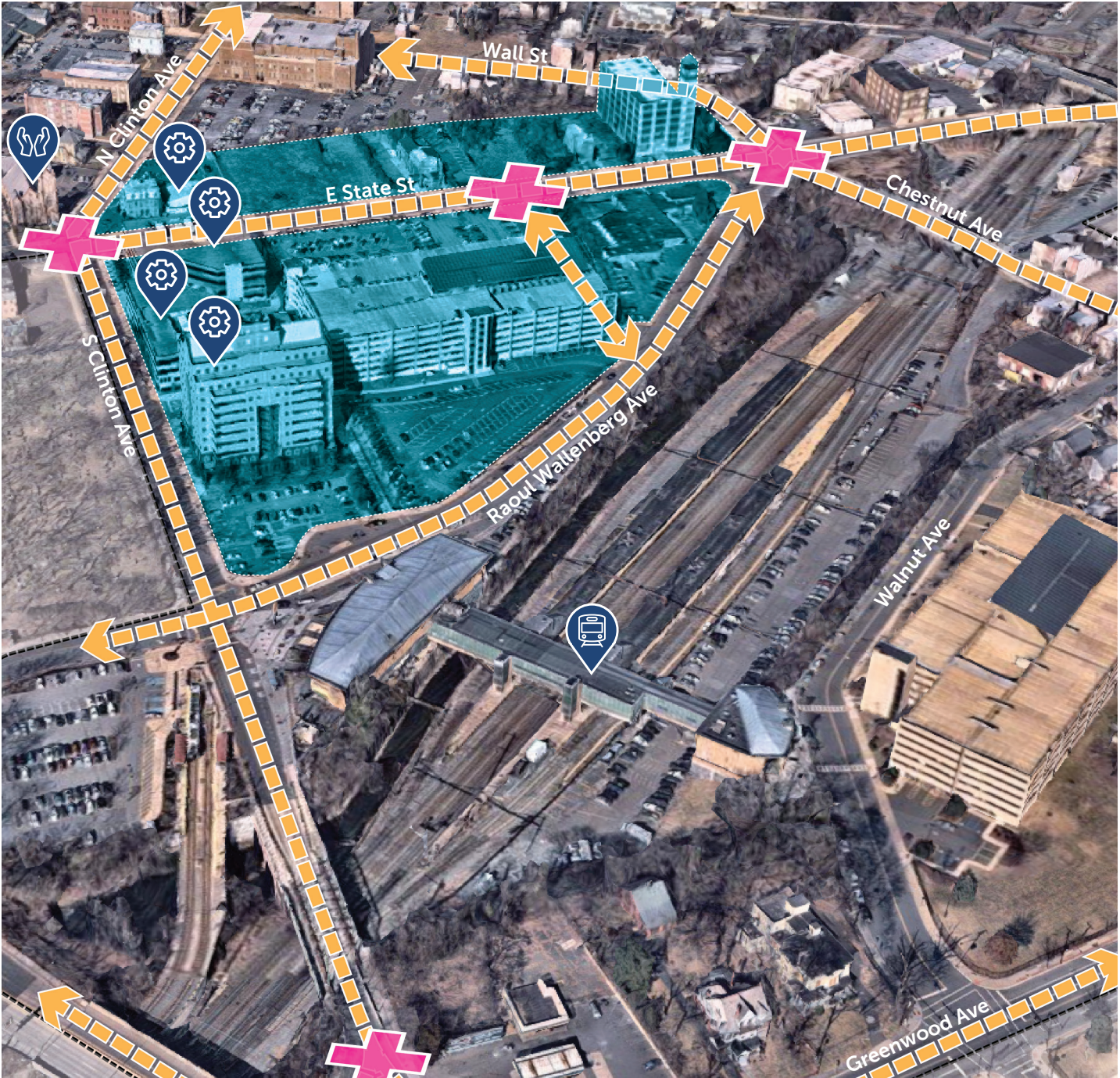
To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main thoroughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 5. OPPORTUNITIES IN TRENTON STATION RDA

### LEGEND

- RDA boundary
- + Intersection Improvements
- - - Proposed Complete Streets
- - - Public Space Improvements
- - - On-street Bike Lane
- Potential infill development
- Stable residential Area
- 🎓 Educational Facility
- ⚙️ Community Resource
- 🕌 Place of Worship
- 🚊 Trenton Transit Center





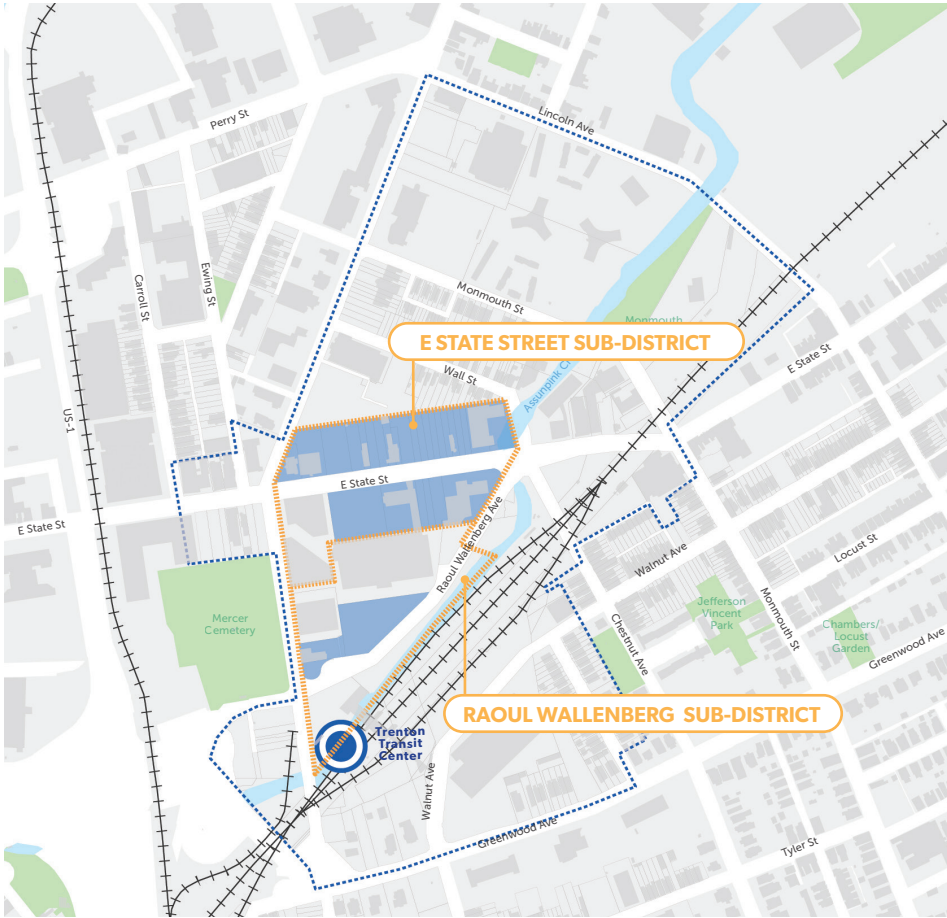


Figure 6.  
TRENTON STATION SUB-DISTRICTS

LEGEND

- RDAs
- Sub-district boundary

## SUB-DISTRICTS AND LAND USE

### SUB-DISTRICTS AND CATALYST SITES

Based on analysis of the Trenton Station Redevelopment Area that considered several factors including property ownership, existing and future land uses, circulation and parking, opportunities in the area related to transit and resident and stakeholder priorities, the Redevelopment Plan proposes two sub-districts:

- E State Street Sub-district:** this sub-district is bounded by the rear property line of the parcels north of E State Street, N Clinton Avenue, and the rear property line of the parcels south of E State Street and includes the former Broadwing Communications building. The vision for this sub-district includes a dense, mixed-use community with pedestrian and multi-modal transportation access, close to open spaces and transit, with a marked identity as a gateway to Trenton Transit Center and downtown Trenton.

Development along E State Street, lined up with ground floor uses with high transparency and accessible, is designed in such way that supports pedestrian activity and contributes to the vitality of the overall area. These spaces might include a range of commercial and flex uses that can house retail as well as amenities.

- Raoul Wallenberg Sub-district:** This sub-district is bounded by the rail lines, N Clinton Avenue, and the rear property line of the parcels north of Raoul Wallenberg Avenue and includes several state services. This sub-district is envisioned as a destination for placemaking and connection to the Trenton Transit Center. Visitors will enjoy the area through a visible identity that will extend into E State Street. Flex open spaces will serve as small-scale retail and cultural amenities, and will spill into well-connected modes of transportation, enlivening the Trenton Transit Center streetscape and environment.

### LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan’s purpose, intent, and design principles, and the Land Development Ordinance. These land uses are compatible with existing development within the Trenton Station Redevelopment Plan and the surrounding area. The following categories are recommended uses to create a district that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

- Recommended uses:**
  - Residential Uses and Live-Work Units.
  - Parks and Plazas.
  - Adaptive Reuse of existing buildings.
  - Office and Co-working Spaces.
  - Educational Facilities.
  - Institutional Uses.
- Recommended ground floor uses:**
  - Retail or Commercial Uses.
  - Spaces for Cultural Activities and Civic Uses.
  - Artists Galleries, Studios, and Workshops.
  - Indoor Sports and Gym/Fitness Uses.
  - Office Space.
  - Restaurants and Bars.
  - Performing Arts and Entertainment Spaces.
- Additional recommended use regulations:**
  - Uses within the first-floor spaces in Trenton Station Redevelopment Area, except for entryways and lobbies, should be limited to the uses listed in the previous section.
  - On-street parking is not permitted on N Clinton Ave between E State Street and Wall Street.
- Accessory recommended uses:**
  - Off-Street Parking Facilities.
  - Off-Street Loading Facilities.



Streetscape activation



Mixed-use development



Flex open space activation - cultural and social activities + commercial pop-up activity



Street furniture and green areas



Transit+pedestrian wayfinding and branding



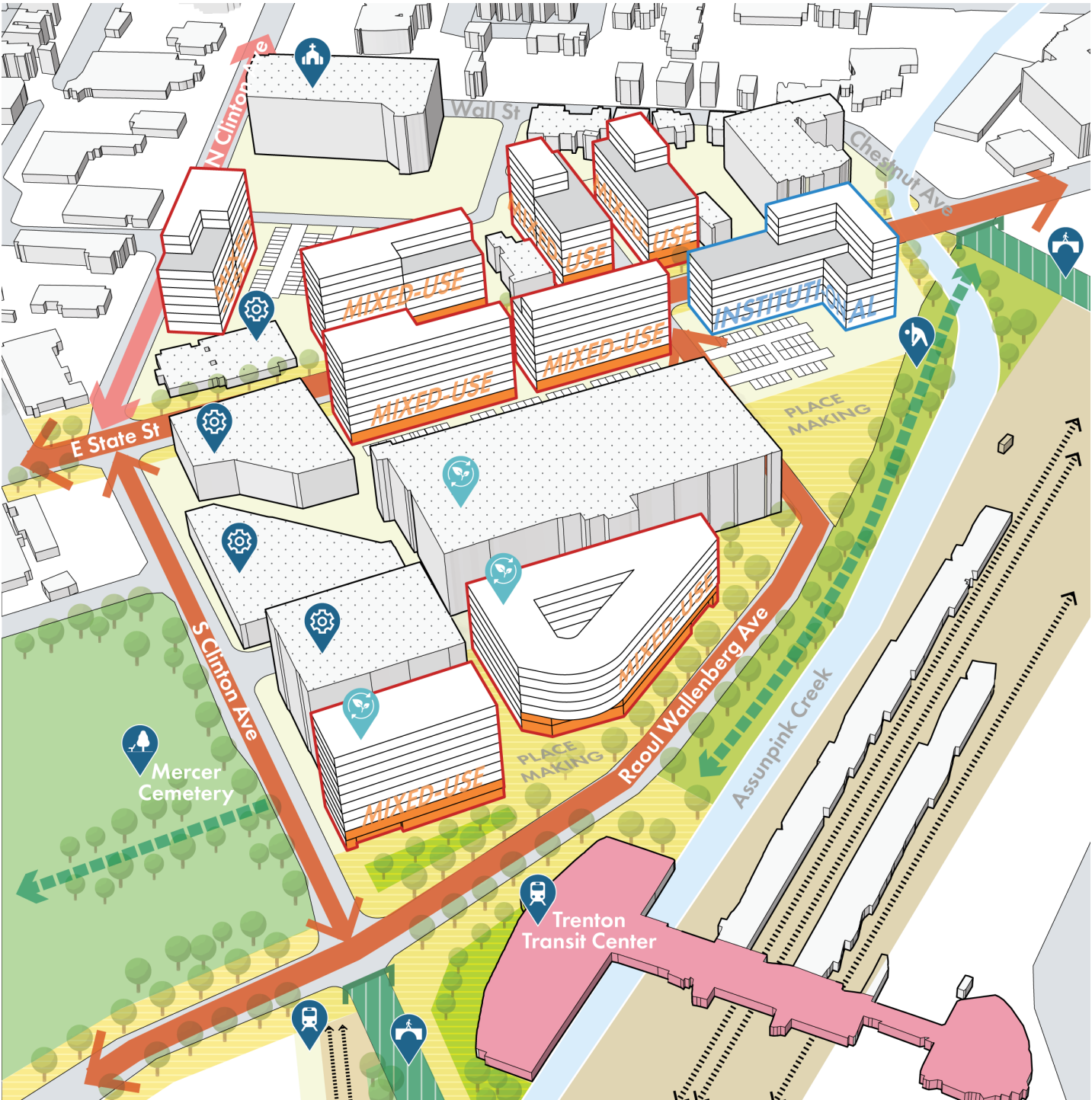
# URBAN DESIGN, PLACEMAKING, PUBLIC REALM

General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development along Raoul Wallenberg Avenue should consider appropriate façade and design material selection that reinforce the multi-modal character of Trenton Transit Center and relates to it and the public amenities nearby.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Public realm should allow for at least a 3’ planting strip along E State Street separating traffic and pedestrians and might include stormwater management elements.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Street design must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use are not permitted on Trenton Station Redevelopment Area.
- ▶ All other parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance’s conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.

Figure 7.  
CATALYST  
DEVELOPMENT IN  
TRENTON STATION RDA

- LEGEND
- Complete Street
  - Priority Connection
  - Cycling Priority
  - Rail
  - Placemaking
  - Park
  - Pedestrian-Only Bridge Zone
  - Open Space
  - Outdoor Fitness
  - Community Resource
  - Place of Worship
  - Pedestrian Bridge
  - Trenton Transit Center
  - Green Strategies







Complete Streets with dedicated bike lane and safe intersection crossings

RAOUL WALLENBERG SUB-DISTRICT RECOMMENDATIONS

This sub-district includes lots Block 801 Lot 3-6 north of Raoul Wallenberg Avenue, several state agencies, and Trenton Transit Center.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends new development that considers generous setbacks and developments that match the height and scale of surrounding buildings as well as their character while creating new open spaces and greenspace amenities facing Trenton Transit Center for placemaking activities.

The development in this sub-district is recommended to be residential, to add to the housing stock of the city while providing easy transportation due to its proximity to Trenton Transit Center and other mobility assets, as well as downtown. These developments should provide ground floor commercial amenities and should create a consistent streetwall and encourage a lively street and support pedestrian activity during business hours and beyond.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements and alternate modes of transportation, improve intersections and improve access to Assunpink Creek.

This sub-district proposes the realignment of Raoul Wallenberg Avenue to ease the five-point intersection on E State Street and Chestnut Avenue. This realignment will not only help traffic and intersection safety concerns, but it will also allow for a pedestrian reconnection to Assunpink Creek and Assunpink Greenway from Trenton Transit Center.

Raoul Wallenberg Avenue is envisioned as a Complete Street, with large sidewalks and green buffers for a better pedestrian experience.

This Complete Street will host a dedicated drop-off/pick-up area for the Trenton Transit Station, a dedicated bus lane, and a protected bike lane that will connect Trenton Transit Center with E State Street and downtown Trenton, and the northern and southern Trenton Transit District areas. A new trail will connect directly from Trenton Transit Center to Assunpink Creek. This new Complete Street on Raoul Wallenberg Avenue will be surrounded by placemaking open spaces which will be activated by transit traffic and the ground floor commercial areas of the new development.

In addition, the S Clinton Avenue bridge is planned to be converted to pedestrian-, bike-, and transit-only to facilitate accessibility between districts and the Trenton Transit Center and surrounding mobility assets.

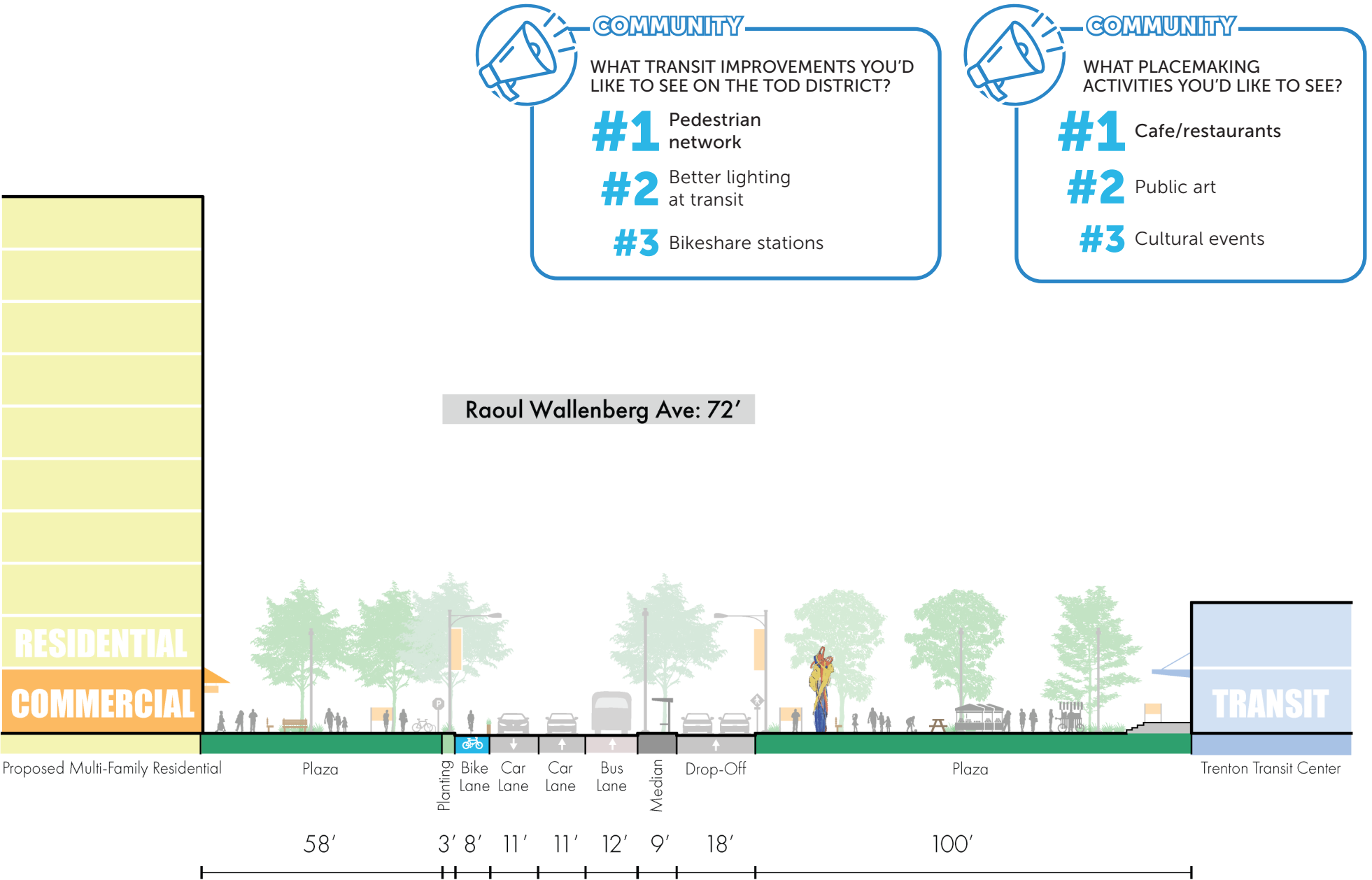


Figure 8.  
RAOUL WALLENBERG AVENUE:  
PROPOSED CROSS-SECTION



Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities to bring open space activity to life in the Trenton Transit Center area through placemaking activities on both sides of Raoul Wallenberg Avenue. These open space improvements will anchor new catalyst nodes and will make intersections safer and easier to cross for pedestrians, bikers, transit riders, and drivers.

This sub-district proposes flex open spaces that serve as small-scale retail and cultural amenities (seasonal performance space, multi-function event space, food court) on both sides of Raoul Wallenberg Avenue. The Trenton Transit Center will feature a transit plaza designed to use as a multi-function public space and platform for a robust multi-modal strategy with room for drop-off/pick-up, bicycle parking, bikeshare, and shuttles to reduce the traffic impact.

The new development across Trenton Transit Center will feature active streetscapes that will be tied to transit functions and commercial opportunities to create a lively plaza for transients and residents and will connect pedestrians to E State Street through the pedestrian court between the state agencies buildings.

These people- and place-based strategies will also address safety concerns through Vision Zero strategies (i.e. curb extensions to reduce pedestrian crossing distance) and make Trenton Transit Center area a welcoming and pedestrian-friendly space for neighborhood residents.

Character and Identity

This sub-district proposes extensive identity and branding of the Trenton Transit Center and other multi-modal transportation found in the area to establish a recognizable brand and strong visual connection of the transit assets the area has to offer. Clear signage, uniform and strategically located at transit stations and bus stops, and pedestrian and bicycle routes and their supporting infrastructure, should be provided to ensure easy wayfinding of alternate routes of transportation for non-vehicular users.



Figure 9.  
PLACEMAKING AROUND  
TRENTON TRANSIT CENTER

STAKEHOLDERS

WHAT IMPROVEMENTS ARE NEEDED AROUND TRANSIT CENTER?

Connect Lincoln Avenue to Monmouth Street and Assumpink Greenway through a trail

Connect Trenton Transit Center to Assumpink Greenway

STAKEHOLDERS

WHAT IMPROVEMENTS ARE NEEDED AROUND TRANSIT CENTER?

Signage and identity

Enhance transit stops

E STATE STREET SUB-DISTRICT RECOMMENDATIONS

This sub-district includes vacant lot Block 1302 Lot 1.01 south of E State Street, the Salvation Army site, the surface parking lot on 541 E State Street, and vacant lots Block 1301 Lot 8.02-11 and Lots 15-19 north of E State Street.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends new development along E State Street with large setbacks along E State Street.

The development in this sub-district is recommended to be residential, while other uses such as institutional and educational are also encouraged. The proximity to Trenton Transit Center and other mobility assets, as well as downtown, creates a perfect environment for residential and job development in this catalyst site. Large setbacks following the Land Development Ordinance are required to allow for ground floor commercial amenities and services that would serve the surrounding community and activates street life while supporting pedestrian activities. The development should create a consistent and lively streetwall that matches their surroundings in terms of materiality and architectural articulation while creating a welcoming environment to encourage activation through economic activities.

Circulation

Previous Plans revealed the need and willingness to act on street infrastructure improvements and alternate modes of transportation, improve intersections and provide easy and safe access to Trenton Transit Center.

This sub-district proposes E State Street and N Clinton Avenue as a Complete Streets, with wide, accessible sidewalks with greenery and stormwater infrastructure strategies. E State Street pedestrian assets will be activated by the commercial activity on the ground floor of the new developments. The new Complete Streets will also host a protected bike lane that will connect to downtown and the Trenton Transit Center through the new alignment of Raoul Wallenberg Avenue. A new pedestrian alignment on the north side of E State Street will allow for convenient access from the northern neighborhoods and the Rush Crossing Apartments area.

In addition, the Chestnut Street Avenue bridge is planned to be converted to pedestrian- and bike-only access and will connect to the new Assumpink Greenway trail to provide a direct connection to nature and the Trenton Transit Center.

Additionally, the improvement of high vehicular traffic intersections with special attention to non-vehicular safety and protected bike lanes within the proposed Complete Streets is necessary.

Gateway Plazas and Open Spaces

With programming and design improvements, E State Street will acquire a main street character that is populated with services and amenities and will serve the adjacent neighborhoods. The wide streetscape design will contain green features and small gathering spaces (benches, shaded areas) that will provide passive recreation throughout the street. The design of the buildings, with special care on defensible space design, is key for the safety of the users and creating a lively character.





Placemaking opportunities in rehabbed, pedestrian-only bridges and protected bike lanes

MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Analyze the Redevelopment Areas and develop measurable strategies and timeline for actions.
- Implement infrastructure changes to prioritize safety over speed: reducing travel lanes, traffic-calming measures, extend the curb at intersections to reduce pedestrian crossing distances, etc.

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements through the catalyst sites proposes an increased accessibility to Trenton Transit Center and connection to downtown through pedestrian walkability and bicycle access in the Trenton Station Redevelopment Area.

This Plan recommends the provision of protected bicycle lanes along E State Street in addition to the in-progress N Clinton Avenue. Supporting facilities such as bicycle storage, and bikeshare stations should be added. These improvements shall be consistent and should be developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the

Redevelopment Agreement document. Bike lanes should be located and designed in such a way as to minimize conflicts with other modes of transportation. Adequate infrastructure, infrastructure enhancement, traffic signals, and indications should be in place to enhance the safety of pedestrians and cyclists alike.

This Redevelopment Plan, in alignment with the Transit Oriented Development Strategic Plan, also proposes the realignment of Raoul Wallenberg Avenue and the conversion to Complete Street. This change will provide an opportunity to relief the five-point intersection at E State Street and Chestnut Avenue, while achieving a safer, more connected area to open spaces and trail assets for the benefit of the Trenton community. Additionally, by realigning Raoul Wallenberg Avenue, there is an opportunity for a pedestrian-only trail connection from the Trenton Transit District to the proposed Assunpink Creek Greenway that extends north of the area.



Complete Street with protected bike lane elements and ground floor activation

Complete Streets

As indicated in the Trenton Complete Streets Design Handbook, E State Street and a portion of N Clinton Avenue are identified as a “Downtown Connector Corridor”. The Downtown Connector Corridor Complete Streets aims to provide safe, efficient movement of all road users through Downtown Trenton. These corridors are characterized for running along medium to high density thoroughfares with increased street activity. The required elements for this type of Complete Street includes: 6’-12’ pedestrian zone; lighting; bus stop amenities with seating and shelter; narrowed lanes to reduce traffic speed; ADA ramps on crosswalks; and pedestrian signals and warning signs. A full list of required and recommended elements can be found in the Plan.

The development of these Complete Streets should comply with said Plan and Citywide Updates, and addressed in the Redevelopment Agreement.

Intersection improvements

As depicted in the Trenton Transit Center Circulation Improvements Local Concept Development Study, the intersections on N Clinton Avenue and E State Street, E State Street and Chestnut Avenue, E State Street and the new alignment on Raoul Wallenberg Avenue, and S Clinton Avenue and Greenwood Avenue are under study to improve the safety of pedestrians and bicycle users, connect sidewalks, implement bike lanes, and overall ease the access to downtown and Trenton Transit Center. These intersections have completed the Concept Development phase.

Light Rail Transportation

This Redevelopment Plan recommends a preliminary study on ridership and feasibility for a RIVERLine Extension in alignment with the Mercer County Long Range Transportation Vision to serve and improve the transit service to Trenton metro area in efforts to provide mass transit to the vehicle-oriented central New Jersey region.



Page for clarification.

Zoning updates and bulk guidelines will refer to LDO.

# SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Trenton Station Redevelopment Area is within the flood zone vulnerability area; the FEMA risk map depicts that the flood risks are somewhat frequent. In addition, the area falls within a mild to moderate (1-3F above city average) urban heat island. This Redevelopment Plan and its proposed streetscape improvements through the catalyst sites, recommends:

- ▶ Street tree planting projects and maintenance on E State Street, Raoul Wallenberg Avenue, and N Clinton Street to increase the greening of the area while providing shadowed pedestrian areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- ▶ All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- ▶ Any new paved areas in plazas and open spaces should include increased permeable surfaces and vegetation that can absorb and retain rainwater to mitigate flooding and enhance green space.
- ▶ Raoul Wallenberg Avenue and E State Street should include a green infrastructure installations between pedestrian and vehicular infrastructure (minimum width 3'). This buffer should retain stormwater runoff and filter pollutants that washoff roadways and other impermeable areas in the public realms. These green buffers may include, or may be additional to rain gardens and permeable pavers.
- ▶ Include planting islands that manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.
- ▶ Assumpink Creek should be remediated and invasive species should be removed to enhance the green space and mitigate flooding. Any new plantings by Assumpink Creek's new trail that connects Trenton Station with the greenway should consider native plantings to enhance the natural environment and provide pollinator habitats.



Green infrastructure strategies - tree planting, and rain gardens on sidewalks extensions

# ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Trenton Station Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- ▶ **Transit-Oriented Development District (TOD):** intense mixture of commercial and residential uses in a predominantly vertically mixed-use environment focused on Trenton Transit District, including Trenton Transit Center and Hamilton Avenue and Cass Street light rail stations. This district facilitates walkable, mixed-use development between transit assets and nearby destinations. Due to the extent of the area and the different characteristics, two sub-districts are established: TOD-1 and TOD-2, which difference relies on the height of the buildings and the intensity of the density.
- ▶ **High Density Residential District (RH-1):** heterogeneous mixture of housing types at high density. A mix of all housing types is permitted within the district, as well as small-scale commercial uses that serve the neighborhoods. Compatible institutional uses are also permitted.

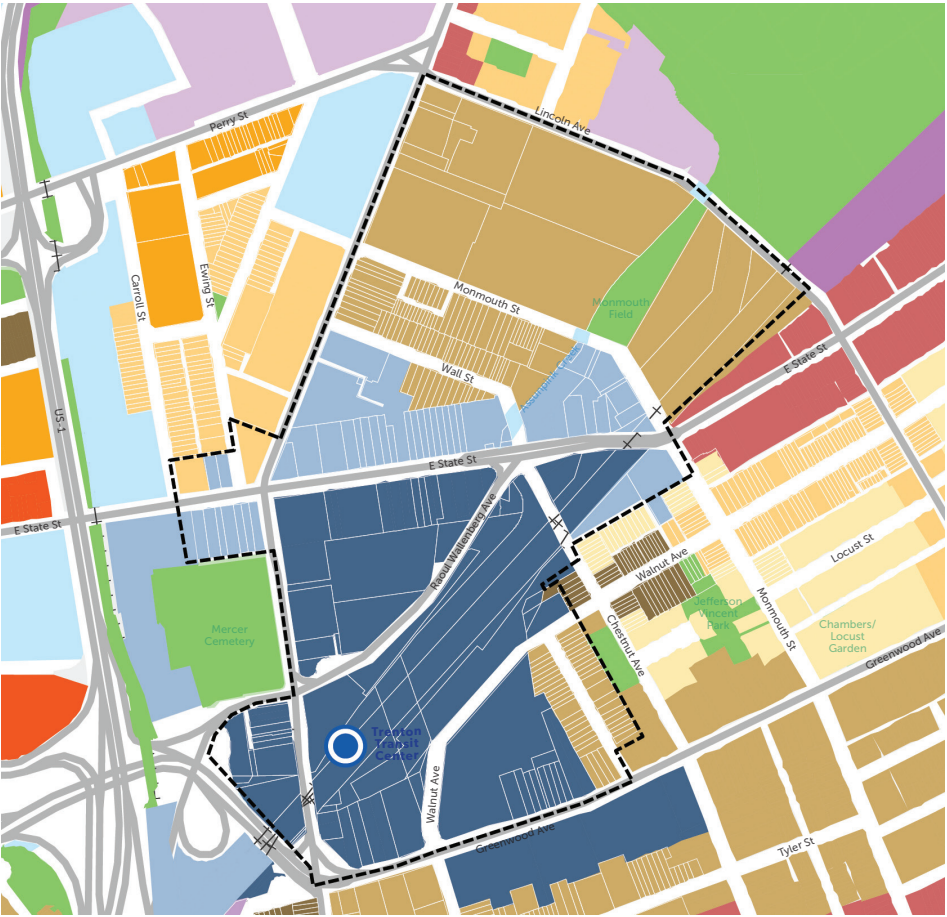


Figure 10. LAND DEVELOPMENT ORDINANCE

LEGEND			
---RDA boundary	Other districts:		
RDA zoning districts:	RM-1	C-MX	I-MU
RH-1	RM-2	C-MS	INST
TOD-1	RH-2	MU-T	OS-R
TOD-2			





# 03

## IMPLEMENTATION & EARLY ACTIONS

### IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years  
Mid = 3-6 years  
Long = 6+ years  
\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
High-density development around Trenton Transit Station (refer to LDO for list of uses).	Mixed-use development with ground floor uses that prompt activity along streets. Supporting streetscape elements (i.e., street furniture, tree planting, etc.)		X			Long-term.
Support of pedestrian activity through active ground floors.			X			Long-term, to be implemented with development.
CIRCULATION						
Realignment of Raoul Wallenberg Avenue.	See Transit Oriented Development Strategic Plan.	X		X		Near-term. Feasibility study already conducted.
Dedicated bus lane along Raoul Wallenberg Avenue.	Transit Oriented Development Strategic Plan.	X		X		Near-term. Feasibility study already conducted.
Protected bike lane along Raoul Wallenberg Avenue.	Transit Oriented Development Strategic Plan.	X		X		Near-term. Feasibility study already conducted.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
New pedestrian alignment on E State Street to Wall Street.		X		X		Long-term.
Improvement of high-vehicular traffic intersections (see Intersection Improvements on page 25 for a full list of intersections).		X		X		Mid-term. Feasibility study already conducted.
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Mid-term, to be implemented with development of bike lanes.
Conversion of S Clinton Avenue bridge to pedestrian-, bike-, transit-only access.	See Transit Oriented Development Strategic Plan.	X		X		Mid-term. Prelim,. concepts have moved into pre, engineering



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Conversion of Chestnut Avenue Bridge to pedestrian- and bike-only access.	See Transit Oriented Development Strategic Plan.	X		X		Mid-term. Feasibility study already conducted.
Transit wayfinding signage.	Establish a recognizable brand and implement signage that guides users through the different transit assets Trenton offers.	X		X	X	Long-term
STREETS AND PUBLIC SPACES						
Conversion of E State Street to Complete Street “Downtown Connector Corridor”.	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
Conversion of N Clinton Avenue to Complete Street “Downtown Connector Corridor”.	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
New pedestrian connection to Assunpink Creek.	Pedestrian path from Trenton Transit Station to Assunpink Creek. See Transit Oriented Development Strategic Plan.	X		X		Mid-term, to be implemented with realignment of Raoul Wallenberg Avenue.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
STREETS AND PUBLIC SPACES						
Drop-off/pick-up area at Trenton Transit Station.	See Transit Oriented Development Strategic Plan.	X		X		Near-term. Feasibility study already conducted.
Placemaking activities on public spaces around Trenton Transit Station.	Activate public space through flex open spaces that serve as small-scale retail and cultural amenities (see page 22).	X	X	X	X	Near-term.
Identity and branding of Trenton Transit Station Redevelopment Area and transit assets.	Establish a recognizable brand and implement signage that guides users through the different transit assets Trenton offers.	X	X	X	X	Near-term.
Street furniture and green features on public spaces and Complete Streets.	Include street furniture, trees and plantings on streets and public spaces. See Trenton Complete Streets Design Handbook for typology elements on designated Complete Streets.	X				Mid-term, as enhancement/ conversion of streets are being developed.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Tree planting on E State Street, Raoul Wallenberg Avenue, and N Clinton Avenue.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.
Green buffers with green infrastructure along pedestrian routes.		X		X		Mid-term, as enhancement/ conversion of streets are being developed.
Increased permeable surfaces on new public spaces.	Design new public spaces with permeable surfaces that allow for runoff and stormwater filtration.	X	X	X		Mid-term, as enhancement/ conversion of streets are being developed.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Assunpink Creek clean-up and beautification.		X		X	X	Mid-term, to be implemented with realignment of Raoul Wallenberg Avenue.
Assunpink Creek natural environment enhancement.	Enhance Assunpink Creek greenery with native plantings to increase biodiversity.	X		X	X	Mid-term, to be implemented with realignment of Raoul Wallenberg Avenue.
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.
Feasibility study for RIVERLine Extension.	Study should be in alignment with the Mercer County Long Range Transportation Vision.	X		X		Mid-term.



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# AP. A

## PARCELS IN TRENTON STATION REDEVELOPMENT AREA



PARCELS IN TRENTON STATION REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
13203	9	0.113
13203	2	0.325
12801	6	0.834
13202	15	0.251
1301	24	0.011
13202	14	0.132
13201	16	0.127
13202	1	0.087
13202	6	0.628
13301	11	0.787
13201	18	0.096
1301	3	0.683
1301	30	0.078
13301	2	0.352
13301	21	0.425
13301	22	0.974
13203	3	1.843
13203	7	0.069
13203	8	0.086
1301	4	0.016
13301	20	0.049
1403	9	0.057
12701	4	0.222
13202	21	0.054
1402	3	0.040
1402	5	0.040
1301	31	0.069

BLOCK	LOT	SIZE (ACRES)
13202	11	0.141
13201	26	0.042
13201	13	0.076
13201	13	0.071
1403	58	0.033
13201	24	0.042
1402	4	0.040
12801	1	0.418
1403	43	0.019
1402	7	0.040
13202	29	0.119
13202	30	0.066
1403	1	0.186
1403	35	0.014
1403	64	0.038
1403	64	0.266
1403	64	0.149
1403	61	0.033
1403	46	0.032
1301	29	0.086
1403	40	0.019
13201	10	0.044
1403	49	0.096
1403	42	0.020
13201	23	0.042
1403	17	0.031
1402	1	0.040
1402	2	0.040

BLOCK	LOT	SIZE (ACRES)
1402	6	0.040
1301	24	0.705
1403	25	0.093
13202	24	0.045
13202	19	0.047
13202	18	0.045
13201	20	0.042
13202	34	0.053
13202	12	0.091
13202	27	0.040
1403	10	0.059
1403	45	0.019
1403	3	0.336
13202	26	0.044
13202	25	0.044
13201	21	0.042
12601	16	1.597
12601	17	0.318
12601	19	2.201
12701	11	0.966
1301	11	0.112
1301	13	0.085
1301	16	0.157
1301	18	0.224
1301	19	0.448
1301	22	0.220
1301	38	0.026
1302	4	0.111

BLOCK	LOT	SIZE (ACRES)
1302	5	0.130
1302	8	1.498
13301	13	0.593
13301	15	0.356
13301	15	0.273
13301	18	0.212
1402	8	0.040
1403	13	0.041
1403	16	0.054
1403	19	0.054
1403	22	0.041
1403	25	0.093
1403	26	0.090
1403	33	0.086
1403	4	0.098
1403	41	0.019
1403	63	0.033
1301	7	0.112
13201	28	0.042
1403	62	0.033
1403	60	0.033
13202	16	0.079
13201	25	0.042
13202	4	0.096
13202	3	0.084
13201	12	0.048
13202	17	0.041
1301	28	0.096

BLOCK	LOT	SIZE (ACRES)
1403	48	0.096
13201	7	0.053
13201	8	0.044
13202	9	0.091
13202	33	0.054
13202	36	0.073
13202	22	0.057
13202	35	0.047
1301	17	0.112
13202	7	0.088
13201	19	0.042
13202	10	0.095
12701	3	0.038
12701	3	0.044
12701	3	0.281
12701	3	0.171
12701	3	0.088
12701	3	0.305
1301	14	0.134
13201	29	0.055
1403	59	0.033
13201	11	0.051
13202	8	0.086
1403	6	0.029
1403	5	0.029
13202	32	0.056
13202	23	0.051
13201	22	0.042

BLOCK	LOT	SIZE (ACRES)
1301	26	0.081
1403	23	0.045
1403	15	0.046
1403	14	0.041
1301	35	0.020
12701	8	0.271
1302	6	0.611
1403	38	0.020
12601	20	2.003
12601	21	2.056
12701	1	0.057
12701	2	0.194
12701	5	0.129
12701	6	0.078
12701	7	0.074
12801	3	0.401
12801	4	0.846
12801	5	0.512
1301	1	0.042
1301	10	0.122
1301	5	0.111
1301	12	2.066
1301	15	0.157
1301	2	0.021
1301	20	0.463
1301	33	0.053
1301	6	0.112
1301	8	0.112

BLOCK	LOT	SIZE (ACRES)
1301	8	0.112
1301	8	0.112
1301	9	0.112
1302	1	0.827
1302	3	0.218
1302	7	0.940
1303	1	0.174
13202	31	0.048
13203	4	0.498
13203	5	1.913
13301	23	0.421
13301	3	0.127
13301	4	0.415
13301	7	0.055
13301	8	0.121
13203	6	1.733
13301	1	0.256
13301	10	0.449
13301	19	0.037
13302	1	4.073
13402	2	0.329
13402	3	0.019
13402	4	0.017
1401	1	4.567
1401	2	2.984
1401	3	0.624
1403	18	0.031
1403	20	0.055

BLOCK	LOT	SIZE (ACRES)
1403	21	0.047
1403	22	0.041
1403	22	0.041
1403	22	0.041
1403	22	0.081
1403	24	0.049
1403	24	0.044
1403	24	0.044
1403	24	0.044
1403	24	0.044
1403	25	0.093
1403	25	0.093
1403	27	0.080
1403	28	0.080
1403	29	0.082
1403	30	0.179
1403	31	0.085
1403	32	0.084
1403	36	0.014
1403	37	0.022
1403	41	0.019
1403	41	0.019
1403	47	0.096
1403	50	0.096
1403	7	0.028
1501	1	4.778
1501	2	1.743
1501	3	0.244



PARCELS IN TRENTON STATION REDEVELOPMENT AREA (CONTINUED)

BLOCK	LOT	SIZE (ACRES)
1501	4	0.209
1501	5	0.546
1501	6	0.086
1501	7	0.241
13201	27	0.042
13202	2	0.084
1403	8	0.028
13201	9	0.043
1301	27	0.101
1403	39	0.020
13202	20	0.051
13202	13	0.098
1301	34	0.033
1301	32	0.061
1301	25	0.085
1403	44	0.019
1403	12	0.045
1301	37	0.025
1301	36	0.036
1403	54	0.096
1403	52	0.096
1403	51	0.096
1403	57	0.037
1303	2	0.029
1303	3	0.038
13301	5	0.003
13301	6	0.055
13301	9	0.002

BLOCK	LOT	SIZE (ACRES)
13402	1	0.647
1403	11	0.060
1403	53	0.192
1403	55	0.096
1403	56	0.096
902	14	0.016
902	19	0.364
902	19	0.018
701	13	0.170
701	13	0.134
801	4	0.028
902	17	0.148
702	3	0.267
702	4	0.110
702	6	0.064
702	7	0.099
702	8	0.423
801	2	2.476
801	3	1.081
801	5	0.116
801	6	0.273
801	7	0.801
902	18	0.148
902	18	0.014
902	22	0.016
701	10	0.112
701	11	0.224
701	12	0.134

BLOCK	LOT	SIZE (ACRES)
701	7	0.212
701	8	0.213
702	10	0.047
702	12	0.413
702	5	0.046
802	3	1.144
901	4	0.523
802	1	0.678
802	2	0.707
702	11	0.046
702	9	0.108
801	1	0.284

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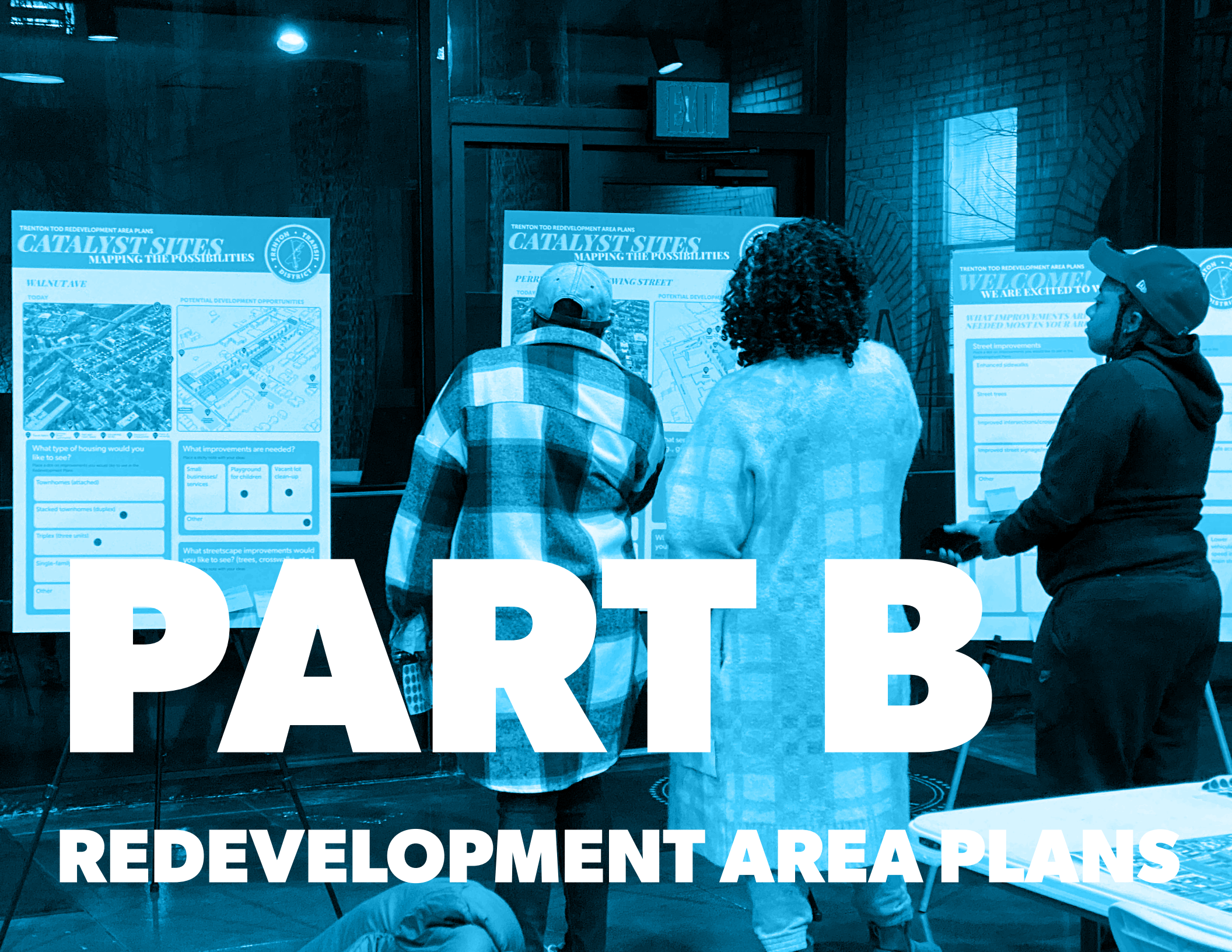


# ROEBLING GATEWAY REDEVELOPMENT AREA PLAN

*PREPARED BY WRT FOR THE CITY OF TRENTON:*  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

## ACKNOWLEDGEMENTS

### City Council

- Joseph Harrison
- Jasi Mikae Edwards
- Crystal Feliciano
- Jenna Figueroa Kettenburg
- Teska Frisby
- Yazminelly Gonzalez
- Jennifer Williams

### Planning Board Members

- Class 1) Markus Green
- Class 2) Anthony Santora
- Class 3) Joseph Harrison
- Class 4) Randy Baum – Vice-Chair
  - Jeff Halpern
  - Patricia Ni’ma Mohammed
  - Charles Romanow - Chair
  - Jonathan “Lank” Conner
  - Caty Dominguez
- Alternate 1) Wanda Swiggett

### Department of Housing and Economic Development

- Willard Stanback
- Michael Kolber
- J.R. Capasso
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### Consultants

- WRT, LLC
- Brownfield Redevelopment Solutions (BRS)
- Kittelson & Associates
- Urbane Development
- Wilentz, Goldman, and Spitzer



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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Roebling Gateway Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Roebling Gateway Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

##### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY



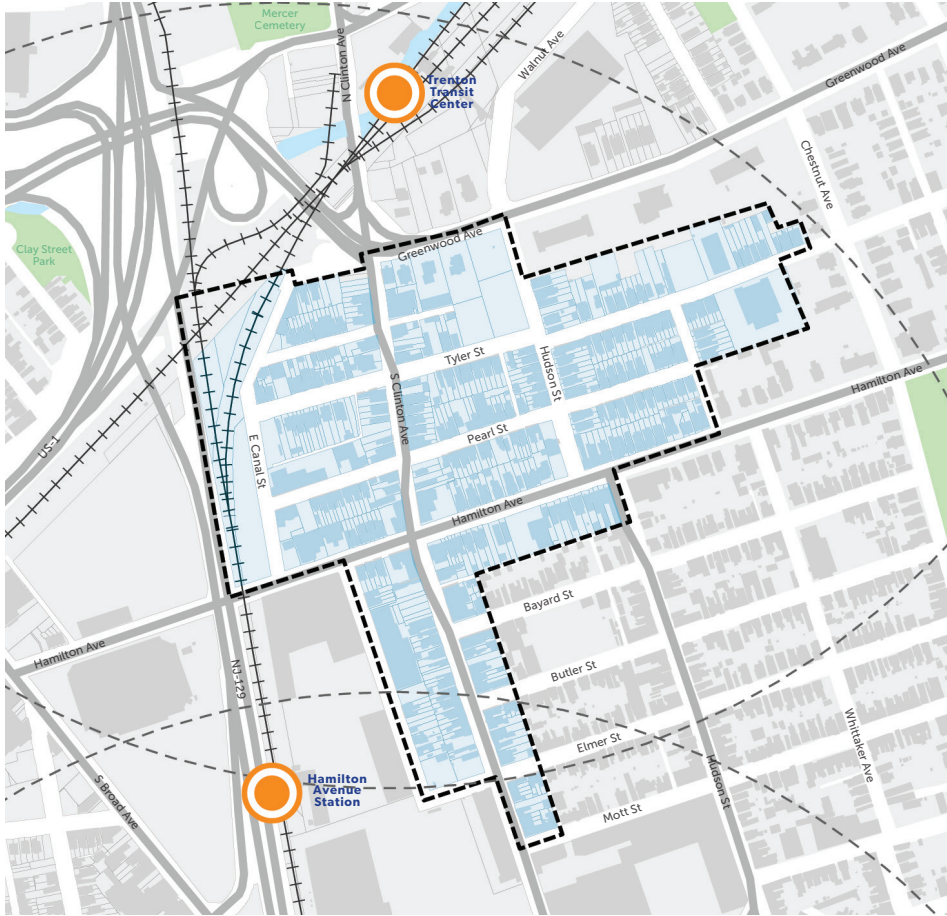


Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**

- Redevelopment Area
- 1/2 mile radius from transit

# INTRODUCTION

The Roebling Gateway Redevelopment Area is generally bounded by Greenwood Avenue to the north, S. Broad Street, Hamilton Avenue, Clark Street, Elmer Street, and S. Clinton Avenue to the west, Mott Street to the south, and the rear property lines on the west side of S. Clinton Avenue, the rear property lines in the southside of Hamilton Avenue, Hamilton Avenue, Benton Street, Pearl Street, Tyler Street, and the rear if the property lines north of Tyler Street to the east.

This Redevelopment Area is characterized by its mainly residential urban fabric and its two primary streets cutting through: Hamilton Avenue connecting east-west and S Clinton Avenue connecting north-south. Although this Redevelopment Area is not formally included in the Transit Oriented Development Strategic Plan, it is recognized as an area adjacent to Trenton Transit Center.

There has been some progress made to the Plan’s goals, including:

- Develop new and rehabbed housing, neighborhood-scale commercial uses, cultural facilities, and supportive institutional uses.
- Establish connectivity between Roebling Center and the downtown business district, Trenton Transit Center, US-1, and NJ-129.

## Underutilized Land

Roebling Gateway Redevelopment Area primarily features small vacant parcels scattered across the study area. 7% of the parcels are vacant lots and 11% are vacant buildings. While the majority of these vacant parcels are privately owned, 23% of the study area vacant land is city owned. Nearly 50% of Roebling Gateway RDA total land cover is comprised of medium to high-density impervious surface.

## Service and Assets

Part of the study area is designated as the Greenwood-Hamilton Historic District. These districts serve to identify historically and architecturally significant areas, as well as foster preservation and restoration efforts and a sense of neighborhood pride. While there are no historic landmarks in this area, the majority of the buildings within this Historic District are considered historic, featuring styles of the City’s suburbanization between the mid-19th century and the early 20th century. Stylistic elements include bracketed cornices, small attic windows, and “gingerbread” details. Commercial corridors, characterized by small businesses, have emerged along Hamilton and S Clinton Avenue as rowhouses have been transformed to include commercial uses, building upon several historic structures that features first floor commercial facades.

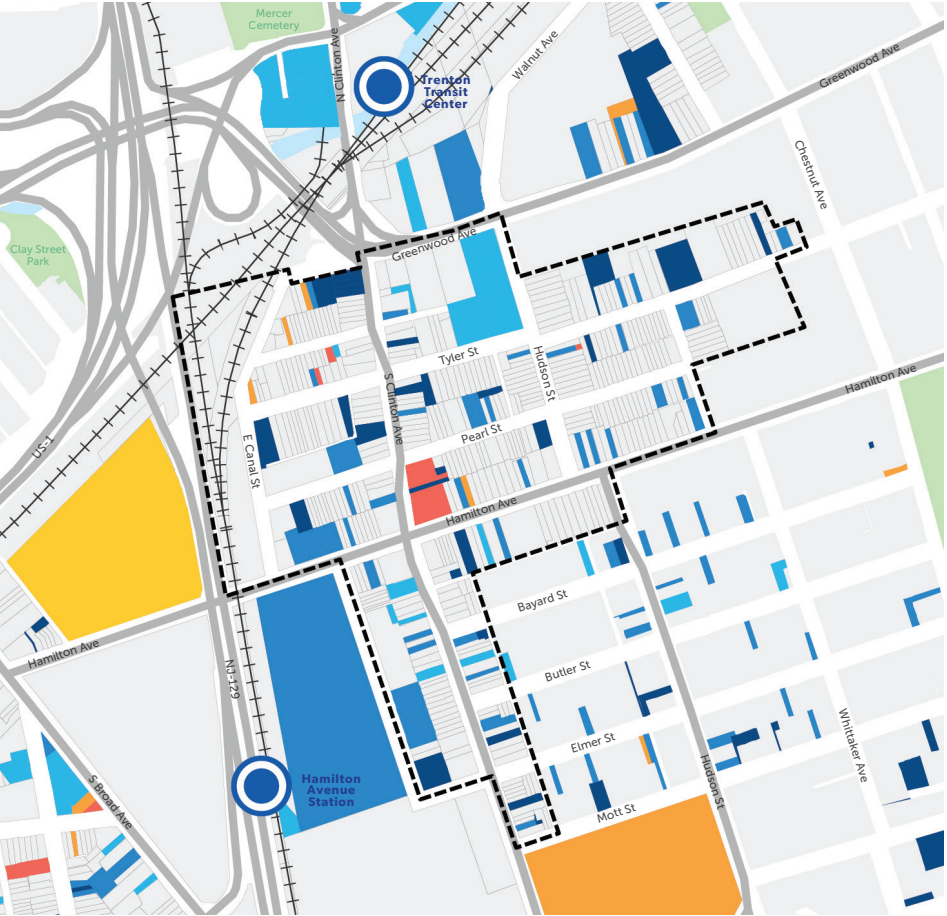


Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**

- Public vacant lots
- Public vacant buildings
- Public parking
- Private vacant lots
- Private vacant buildings
- Private parking





Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS**

- LEGEND**
- RDAs
  - + Priority Intersection
  - 📍 Key Placemaking Opportunity
  - Proposed Complete Streets
  - Prioritized Complete Streets where main barriers exist
  - Cycling Improvements
  - Pedestrian improvements
  - Proposed Multi-use Trail
  - Development Opportunity Area

### Environmental Conditions, Resilience and Vulnerability

While the Roebling Gateway Redevelopment Area does not face any notable flood hazard risk, it features brownfield sites. The brownfield sites in this study area are small size due to the previous uses of the land. While one is occupied as an autobody shop, a small industrial brick building adjacent to the north end of Roebling Center remains vacant. This last site has high development potential, depending on remediation actions and costs, due to its location.

### Transit and Mobility

The Roebling Gateway Redevelopment Area has two primary roads cutting through and easing the mobility north-south and east-west. Hamilton Avenue is one of the highest traffic roads in Trenton and despite these high levels of traffic, approximately 18-40% of households within the study area and Roebling Complex Redevelopment Area

walk to work and 25-45% are no-vehicle households (American Community Survey data 2007-2011). There is a significant proportion of households in this Redevelopment Area relying in multi-modal transit necessitates new approaches to enhance safety and comfort for people traveling on foot. This is compounded by the high rate of bicycle and pedestrian accidents noted in several precedent plans along Hamilton Avenue and by the intersection of Greenwood Avenue and S Clinton Avenue. While the Transit Oriented Development Strategic Plan proposes a Complete Street along S Clinton Avenue, it does not provide consideration to enhance the east-west mobility beyond a bike lane on Hamilton Avenue. However, this Plan does prioritize improvements to the Hamilton Avenue and S Clinton Avenue intersection and Greenwood Avenue and S. Clinton Avenue intersection to enhance the safety of multi-modal transit as this key juncture along the proposed on-street bicycle network.







# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

CATALYST SITES AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Roebling Gateway Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use, Urban Design and Public Realm

The Roebling Gateway Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Roebling Gateway Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in "Part A: Intro to the Trenton Transit District", the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Roebling Gateway Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

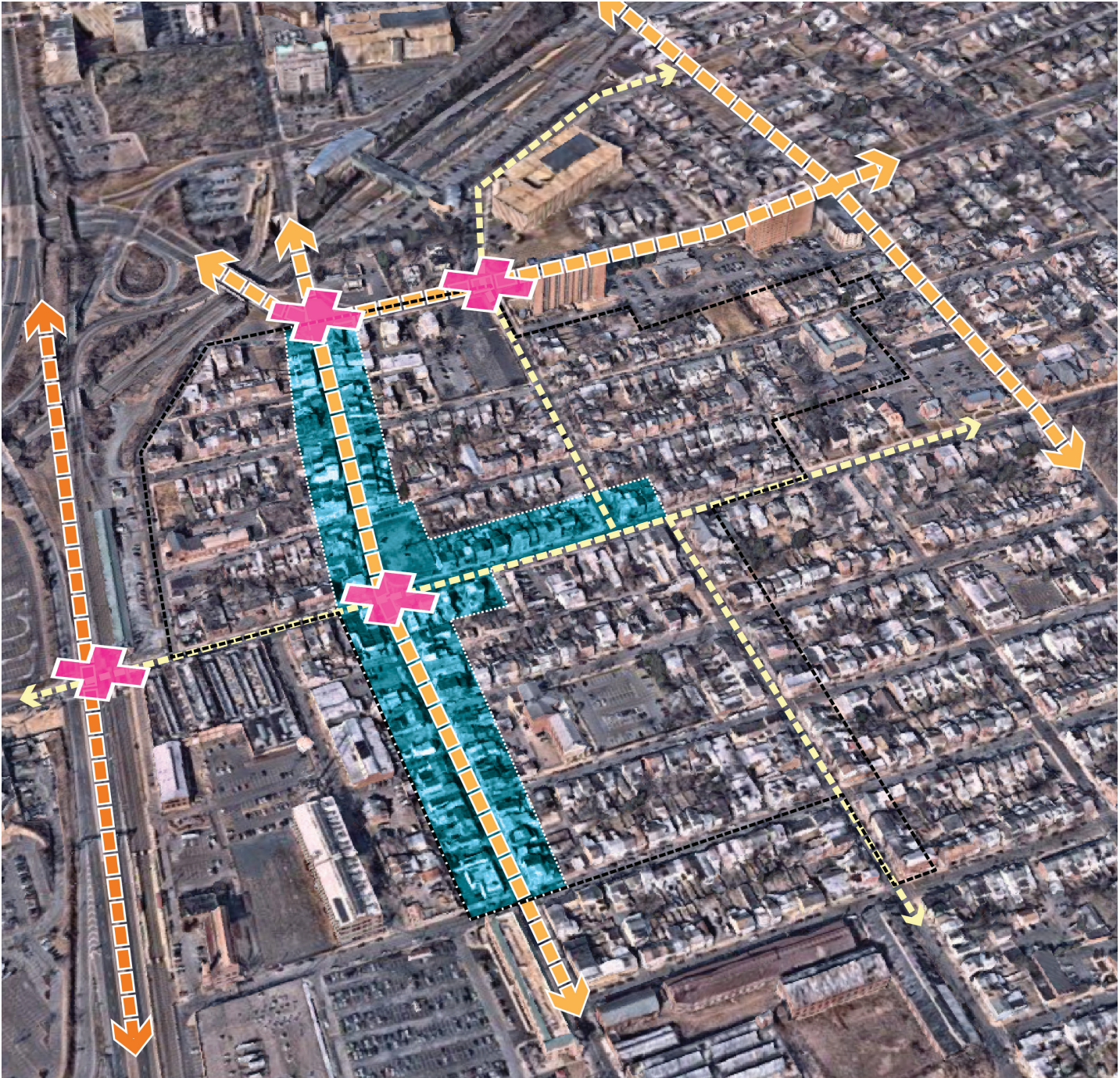
To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main throughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 4.  
OPPORTUNITIES IN ROEBLING GATEWAY RDA

### LEGEND

- RDA boundary
- + Intersection Improvements
- - - Proposed Complete Streets
- - - Public Space Improvements
- - - On-street Bike Lane
- Potential infill development
- Stable residential Area
- Ⓜ Educational Facility
- Ⓜ Community Resource
- Ⓜ Place of Worship





# CATALYST SITES AND LAND USE

## CATALYST SITES

Based on analysis of the Roebling Gateway Redevelopment Area that considered several factors including property ownership, existing and future land uses, circulation and parking, opportunities in the area related to transit and resident and stakeholder priorities, the Redevelopment Plan proposes a few key ideas for a lively district that facilitates access to transit.

The vision for this Redevelopment Area includes high-density mixed-use residential infill development with ground floor retail uses. The density should intensify as it approaches the Greenwood Avenue and the Trenton Transit Center area, acting as a threshold between both districts.

This infill development will help create a more cohesive and safer environment by filling the gaps between the fabric of the neighborhood.

Along with this, streetscape improvements will help create a better pedestrian and bicycle connection to Trenton Transit Center and encourage multi-modal transportation for this residential neighborhood, contributing to the wellbeing and accessibility of the community.

## LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan’s purpose, intent, and design principles, and the Land Development Ordinance. These land uses are compatible with existing development within the Roebling Gateway Redevelopment Plan and the surrounding area. The following categories are recommended uses to create a district that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

- ▶ **Recommended uses:**
  - ▶ Residential Uses and Live-Work Units.
  - ▶ Parks and Plazas.
  - ▶ Adaptive Reuse of existing buildings.
  - ▶ Office and Co-working Spaces.
  - ▶ Educational Facilities.
- ▶ **Recommended ground floor uses:**
  - ▶ Retail or Commercial Uses.
  - ▶ Artists Galleries, Studios, and Workshops.
  - ▶ Restaurants and Bars.
- ▶ **Additional recommended use regulations:**
  - ▶ Uses within the first-floor spaces in Roebling Gateway Redevelopment Area, except for entryways and lobbies, should be limited to the uses listed in the previous section.
- ▶ **Accessory recommended uses:**
  - ▶ Off-Street Parking Facilities.
  - ▶ Off-Street Loading Facilities.
- ▶ Light Industrial Uses – including fabrication, warehousing, and assembly-type manufacturing in areas designated as such by the Land Development Ordinance.
- ▶ Research Development Facilities.



Multi-modal mobility infrastructure: bus stops and bikeshare station



Walkable neighborhood street



Transit+pedestrian wayfinding and branding



Vacant lot temporary activation



Vision Zero strategies + greening and stormwater strategies + passive recreation and branding



# URBAN DESIGN, PLACEMAKING, PUBLIC REALM

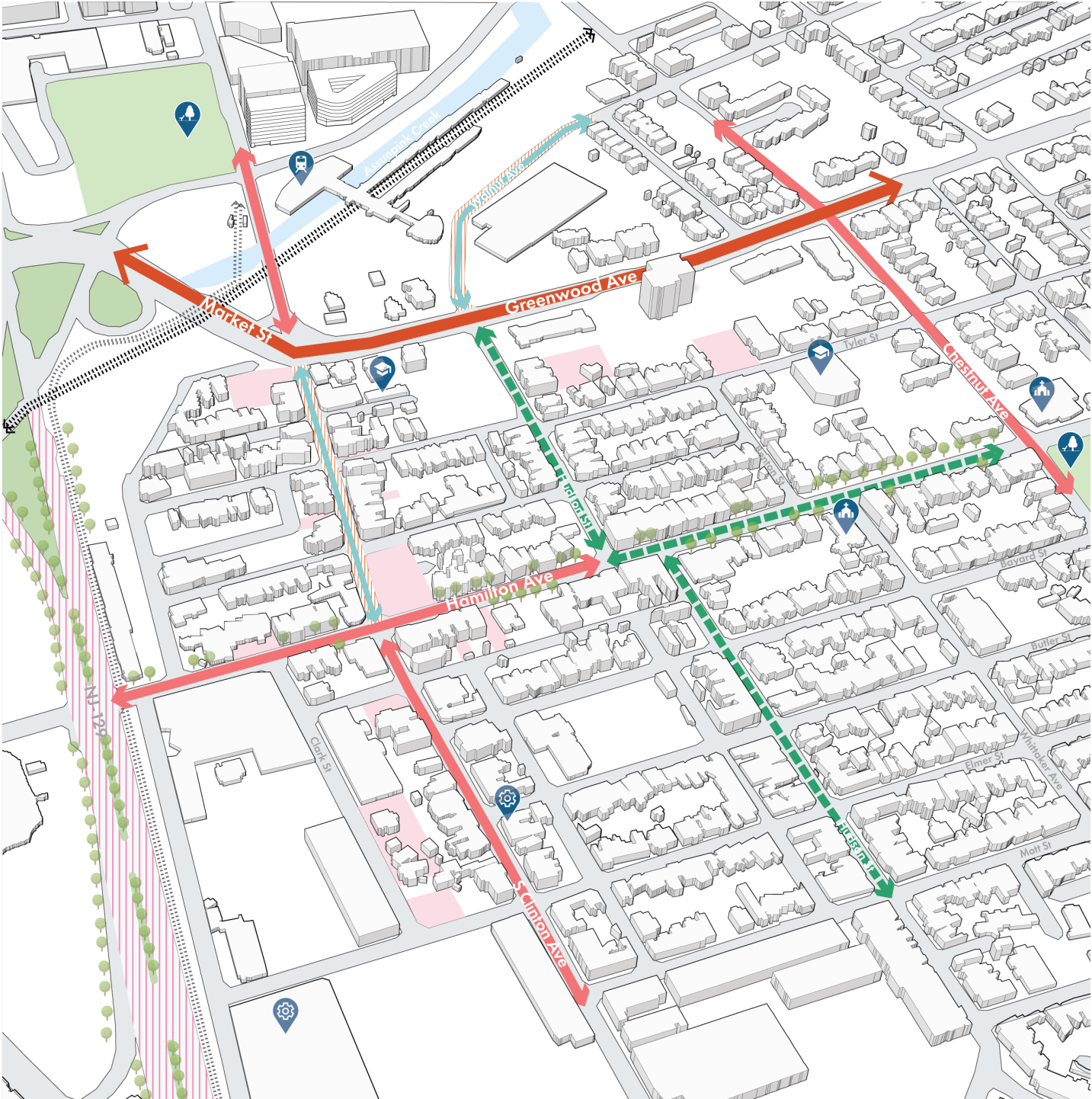
General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development along S Clinton Avenue and Hudson Street should consider appropriate façade and design material selection that reinforce the character of Trenton Transit Center and relates to it and the public amenities nearby.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Public realm should allow for at least a 3’ planting strip along S Clinton Avenue separating traffic and pedestrians and might include stormwater management elements.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Street design must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use are not permitted on Trenton Station Redevelopment Area.
- ▶ All other parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance’s conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.

Figure 5.  
CATALYST AREAS  
AND MULTI-MODAL  
TRANSPORTATION IN  
ROEBLING GATEWAY RDA

LEGEND

- Complete Street
- Priority Connection
- Cycling Priority
- Street and Green Improvements
- Road Diet
- Rail
- Park
- Priority Vacancies to Address
- Open Space
- Educational Facility
- Community Resource
- Place of Worship
- Trenton Transit Center







Historic building restoration and new development that responds to Historic District standards

## ROEBLING GATEWAY RECOMMENDATIONS

These recommendations include all of the Roebling Gateway Redevelopment Area and vacant lots Block 13501 Lot 26-30, Block 13503 Lot 26-27, and Block 15801 Lot 2 west of S Clinton Avenue; Block 13703 Lot 18-22, Block 15607 Lot 7, 11, and Block 15609 Lot 4,6,7 east of S Clinton Avenue; Block 13504 Lot 12-15, Block 13703 Lot 14-15 north of Hamilton Avenue; Block 15601 Lot 18-19, Block 15801 Lot 45-46 south of Hamilton Avenue; Block 13503 Lot 3, Block 13701 Lot 8, 10 north of Pearl Street; Block 13601 Lot 1, 2, 23, and Block 13801 Lot 1 north of Tyler Street; and Block 13501 Lot 20-25 south of Greenwood Avenue.

### Development

In the event of redeveloping the parcels above or in the Redevelopment Area, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends infill development along S Clinton Avenue, Hudson Street, and Hamilton Avenue that intensifies as it approaches Greenwood Avenue and the Trenton Transit Center area. Any new developments should be consistent in height and materials with those readily found in the Hamilton Greenwood Historic District and complementary to the residential character of the neighborhood.

The infill development in this area is recommended to be residential with the possibility of hosting ground floor

amenities on these main thoroughfares. Live-work units are encouraged on single, narrow vacant lots as a way to allow for affordable spaces for local businesses in the Redevelopment Area. Some infill development is already underway for vacant lots in this Redevelopment Area, like the 30-unit mixed-use development in the S Clinton Avenue with Hamilton Avenue.

These new developments with ground floor commercial activities on vacant lots will add to the services already provided in the area while it supports pedestrian activity during business hours. Furthermore, creating a cohesive street-wall will allow to have a visual connection through these major streets while also improving the safety and walkability of the area.

### Historic District

A portion of the Redevelopment Area is within the Greenwood Hamilton Historic District and any new development and rehab of existing structures shall recognize and preserve the architectural and historical character of the area.

The preservation of existing historic buildings in the Greenwood Hamilton Historic District portion of the Redevelopment Area is required. Proposed plans for rehabilitation of buildings or new construction within the Historic District is subject to the review and approval of the Trenton Landmarks Commission.

Proposed new development should, where appropriate and feasible, incorporate the character of the existing historic facades into the overall project

design and architectural elements.

As part of the site plan review for any redevelopment taking place in the Roebling Gateway Redevelopment Area, the developer should demonstrate that their building and accompanying site work is in conformance with Historic District standards.

If the new development requires demolition of any existing structures within the Greenwood Hamilton Historic District, the developer will be required to seek approval by the Landmarks Commission prior to the demolition and must work with the City to identify potential organizations for removing any salvageable historic architectural elements.

### Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton’s transits assets.

This Redevelopment Plan proposes street improvements on S Clinton Avenue between Greenwood Street and Hamilton Avenue.

These infrastructure improvements should aim for connected sidewalks on the east and west sides of the street, with addition of trees that provide shade to pedestrians. Adequate pedestrian crossings and intersection signals will allow for safer connections not only to the Trenton Transit Center but also to Hamilton Avenue Station and surrounding areas.

Hamilton Avenue, from NJ-129 to Hudson Street, and S Clinton Avenue from Hamilton Avenue extending south, are envisioned as a Priority Connection, including pedestrian and bicycle infrastructure where feasible. Hudson Street and Hamilton Avenue from Hudson Street extending east,

are proposed to host a protected bicycle lane as a more accessible, safer alternate route. These non-vehicular mobility strategies should be paired with the addition of bikeshare stations for added accessibility for area residents. These improvements to these streets will allow for safer, direct connections not only to Trenton Transit Center but also to Hamilton Avenue Station and surrounding areas.

Greenwood Avenue, is envisioned as a Complete Street, that will incorporate greenscape and furnishing zones and wide pedestrian sidewalks to enhance mobility between the Redevelopment Area while providing adequate and accessible, safer, direct connections to Trenton Transit Center and downtown Trenton.

### Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Roebling Gateway to clean and enhance vacant lots as part of beautification strategies or incorporate flexible, temporary spaces while development is being pursued in the Redevelopment Area.

These flex, temporary spaces can be populated with green features and small gathering spaces (benches, shaded areas) that will provide passive recreation throughout the street. These vacant lot rehab strategies will proportionate a welcoming and pedestrian-friendly space for neighborhood residents and will serve as public spaces within the fabric of the neighborhood and the already existing commercial spaces.

### Character and Identity

This study area, and all new development happening within, should match the neighborhood residential character observed throughout to continue promoting its strong visual identity.

This Redevelopment Plan proposes clear branding of the Greenwood Hamilton Historic District through signage, historic markers, and wayfinding. In addition, clear signage that will direct residents and visitors alike to neighborhood assets and transit hubs like Trenton Transit Center and Hamilton Avenue Station are strongly recommended.



MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Analyze the Redevelopment Areas and develop measurable strategies and timeline for actions.
- Implement infrastructure changes to prioritize safety over speed: reducing travel lanes, traffic-calming measures, extend the curb at intersections to reduce pedestrian crossing distances, etc.

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements proposes an increased accessibility to Trenton Transit Center and the overall Trenton Transit District through pedestrian walkability and bicycle access in the Roebling Gateway Redevelopment Area.

This Plan recommends Hamilton Avenue, from NJ-129 to Hudson Street, Hudson Street, and S Clinton Avenue from Hamilton Avenue extending south as a Priority Connection. These streets should support multi-modal transportation to accommodate bus routes and on-street bicycle lanes where feasible, as well as connected sidewalks with greenery. Hudson Street and Hamilton Avenue from Hudson



Branding strategies: transit and city branding for the City of Porto



Protected bicycle lane and intersection improvements, bicycle infrastructure wayfinding and traffic signage

Street extending east, are proposed to host a protected bicycle lane. Supporting facilities such as bicycle storage, and bikeshare stations shall be added. These improvements shall be consistent and should be developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the Redevelopment Agreement document. Bike lanes should be located and designed in such a way as to minimize conflicts with other modes of transportation. Adequate infrastructure, infrastructure enhancement, traffic signals, and indications should be in place to enhance the safety of pedestrians and cyclists alike.

For achieving greater pedestrian connections to Trenton Transit Center and Hamilton Avenue, the Roebling Gateway Redevelopment Plan proposes streetscape improvements on S Clinton Avenue between Greenwood Street and Hamilton Avenue.

Streetscape improvements should include, but should not be limited to, connected sidewalks and adequate crossings at intersections as well as traffic and pedestrian signals, and greenery that provides shading.

Complete Streets

As indicated in the Trenton Complete Streets Design Handbook, Greenwood Avenue is identified as a “Downtown Connector Corridor”. The Downtown Connector Corridor Complete Streets aims to provide safe, efficient movement of all road users through Downtown Trenton. These corridors are characterized for running along medium to high density thoroughfares with increased street activity. The required elements for this type of Complete Street includes: 6’-12’ pedestrian zone; lighting; bus stop amenities with seating and shelter; narrowed lanes to reduce traffic speed; ADA ramps on crosswalks; and pedestrian signals and warning signs.

A full list of required and recommended elements can be found in the Complete Streets Design Handbook.

The development of these Complete Streets should comply with said Plan and Citywide Updates, and addressed in the Redevelopment Agreement.

Intersection improvements

The Roebling Gateway Redevelopment Area Plan proposes an intersection study on Greenwood Avenue with S Clinton Avenue, Greenwood Avenue with Hudson Street, Hamilton Avenue with S Clinton Avenue, and NJ-129 with Hamilton Avenue.

A design study is key to implementing any of the multi-modal circulation recommendations presented in this Redevelopment Plan. Successfully implementing recommendations made by an intersection improvement study will enhance the safety of pedestrians and bicycle users, and will overall ease the access to Trenton Transit Center and Hamilton Avenue Stations.



Traffic-calming and Vision Zero strategies



Page for clarification.

Zoning updates and bulk guidelines will refer to LDO.

# SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Roebling Gateway Redevelopment Area falls within a mild to moderate (1-3F above city average) urban heat island on the eastern part and moderate to high (3F-5F above city average) heat island on the western part. This Redevelopment Plan and its proposed streetscape improvements recommends:

- ▶ Street tree planting projects and maintenance on Greenwood Avenue, Hamilton Avenue, S Clinton Avenue, and Hudson Avenue to increase the greening of the area while providing shadowed pedestrian areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- ▶ All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- ▶ Any new paved areas in plazas and open spaces should include increased permeable surfaces and vegetation that can absorb and retain rainwater to mitigate flooding and enhance green space.
- ▶ Greenwood Avenue and Hamilton Avenue should include a green infrastructure installations between pedestrian and vehicular infrastructure (minimum width 3'). This buffer should retain stormwater runoff and filter pollutants that washoff roadways and other impermeable areas in the public realms. These green buffers may include, or may be additional to rain gardens and permeable pavers.
- ▶ Include planting islands that manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.



Green infrastructure strategies - tree planting + rain gardens, and green buffer for multi-modal transportation separation

# ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Roebling Gateway Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- ▶ **High Density Residential District (RH-1):** heterogeneous mixture of housing types at high density. A mix of all housing types is permitted within the district, as well as small-scale commercial uses that serve the neighborhoods. Compatible institutional uses are also permitted.
- ▶ **High Density Residential District (RH-2):** accommodates a development pattern composed of a mixture of housing types at the highest densities within Trenton for the residential districts. It includes small-scale commercial uses that serve the neighborhoods. Compatible institutional uses are also permitted.
- ▶ **Industrial Mixed-Use District (I-MU):** accommodates a mixture of light industrial uses including fabrication, warehousing, and assembly-type manufacturing, as well as office and research and development facilities that may produce moderate external impact. General industrial uses may also contain outdoor storage and related outdoor activities.

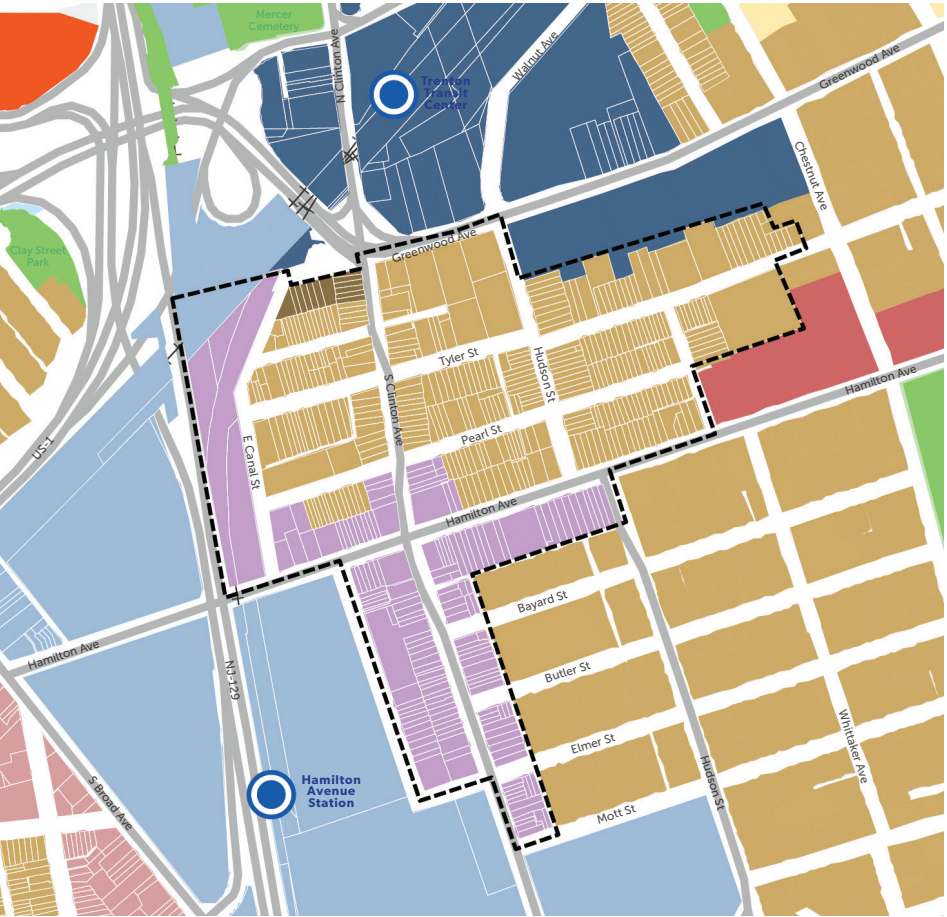
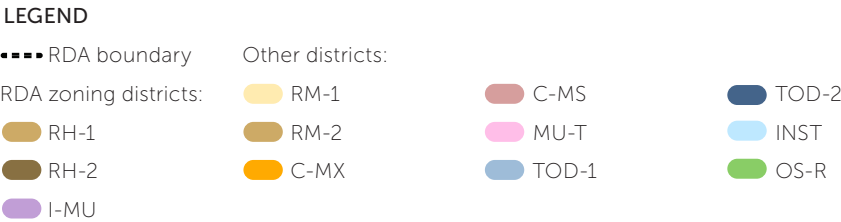


Figure 6. LAND DEVELOPMENT ORDINANCE







# 03

## IMPLEMENTATION & EARLY ACTIONS

### IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years

Mid = 3-6 years

Long = 6+ years

\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Residential infill development (refer to LDO for list of uses).	Live-work units that prompt activity along streets are encouraged. Supporting streetscape elements (i.e., street furniture, tree planting, etc.) should be incorporated to promote walkability.		X			Long-term.
Support of pedestrian activity and walkability, Active ground floors on main corridors.			X			Long-term, to be implemented with development.
Preservation of historic buildings in the Greenwood-Hamilton Historic District.	Refer to "Historic District Regulations", LDO for regulations and standards.	X	X			Review and approval by Trenton Landmarks Commission before Redevelopment Agreement.
Development and accompanying site work should conform with Historic District Standards.	Refer to "Historic District Regulations", LDO for regulations and standards.	X	X			Review and approval by Trenton Landmarks Commission before Redevelopment Agreement.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Improvement of high-vehicular traffic intersections (see Intersection Improvements on page 23 for a full list of intersections).		X		X		Mid-term. Feasibility study should be conducted.
Street improvements on S Clinton Avenue between Greenwood Street and Hamilton Avenue.	Prioritize pedestrian experiences through streetscape improvements.	X		X		Near-term.
Conversion of Hamilton Avenue, from NJ-129 to Hudson Street to a Priority Connection to access transit assets.	Connected pedestrian infrastructure, provision of protected bike lanes to support multi-modal transportation.	X		X		Long-term. Feasibility study should be conducted.
Conversion of S Clinton Avenue from Hamilton Avenue extending south to a Priority Connection to access transit assets.	Connected pedestrian infrastructure, provision of protected bike lanes to support multi-modal transportation.	X		X		Long-term. Feasibility study should be conducted.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Protected bike lane along Hudson Street.	Refer to City of Trenton Complete Streets Design Handbook standards and Citywide Updates.	X		X		Mid-term. Feasibility study should be conducted.
Protected bike lane along Hamilton Avenue from Hudson Street extending south.		X		X		Mid-term. Feasibility study should be conducted.
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Mid- to long-term, to be implemented with development of bike lanes.
Provision of adequate signage, crossings, and traffic calming measures on main corridors leading to transit assets.		X		X		Near-term.
Transit wayfinding signage.	Establish a recognizable brand and implement signage that guides users through the different transit assets Trenton offers.	X		X	X	Near-term.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
STREETS AND PUBLIC SPACES						
Conversion of Greenwood Avenue to Complete Street “Downtown Connector Corridor”.	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
Beautification of vacant lots.	Creation of flexible, temporary spaces with green features and gathering spaces.	X	X	X	X	Near-term, while lots are being developed.
Identity and branding of Greenwood Hamilton Historic District.	Establish a recognizable brand and implement historic signage, markers, and wayfinding that guide users through the different district assets.	X		X		Mid-term.
Identity and branding of transit assets.	Establish a recognizable brand and implement signage that guides users through the different transit assets Trenton offers.	X	X	X	X	Near-term.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Tree planting on Greenwood Avenue, Hamilton Avenue, and Hudson Street.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.
Green buffers with green infrastructure along Greenwood Avenue and Hamilton Avenue pedestrian routes.		X		X		Mid-term, as enhancement/ conversion of streets are being developed.
Increased permeable surfaces on new public spaces.	Design new public spaces with permeable surfaces that allow for runoff and stormwater filtration.	X	X	X		Mid-term, as enhancement/ conversion of streets are being developed.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.
Intersection Improvement Study.	Conduct a study that addresses the safety and accessibility of high vehicular traffic intersections with special attention to multi-modal circulation to enhance the safety of pedestrians and bicycle users.	X		X		Mid-term.



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# AP. A

## PARCELS IN ROEBLING GATEWAY REDEVELOPMENT AREA



PARCELS IN ROEBLING GATEWAY REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
13703	26	0.037
13805	5	0.032
13701	4	0.034
13804	31	0.035
13703	37	0.029
13803	19	0.055
13601	8	0.015
13703	39	0.026
13803	16	0.036
13803	30	0.042
13702	2	0.024
13901	5	0.031
13804	3	0.047
13703	32	0.026
13804	27	0.022
13701	3	0.034
13803	39	0.032
13702	6	0.028
13803	29	0.041
13802	11	0.048
15601	18	0.066
13801	4	0.147
13703	8	0.064
13804	34	0.035
13501	19	0.044
13702	4	0.047
13703	34	0.098

BLOCK	LOT	SIZE (ACRES)
13804	15	0.045
13703	27	0.036
13803	41	0.032
13803	18	0.053
13804	42	0.034
13804	40	0.033
13804	30	0.035
13804	6	0.062
13701	11	0.052
13804	25	0.040
13804	24	0.046
13804	16	0.066
13803	42	0.032
13803	26	0.043
13803	25	0.052
13601	7	0.152
13601	6	0.049
13601	5	0.051
13802	7	0.057
13702	15	0.028
13804	17	0.056
13701	10	0.142
13702	3	0.031
13901	11	0.067
13803	38	0.035
13803	36	0.043
13701	1	0.036
13701	28	0.065

BLOCK	LOT	SIZE (ACRES)
13701	29	0.054
13801	24	0.057
13703	41	0.059
13703	5	0.038
13703	7	0.064
13703	9	0.064
13703	10	0.064
13703	3	0.042
13803	13	0.036
13803	10	0.036
13803	46	0.032
13803	33	0.042
13901	10	0.084
13804	33	0.035
13803	21	0.056
13702	13	0.043
13805	7	0.032
13701	37	0.045
13701	39	0.040
13702	10	0.043
13702	8	0.031
13804	29	0.036
13701	32	0.050
13901	2	0.065
13703	12	0.052
13701	35	0.045
13805	3	0.036
13805	2	0.026

BLOCK	LOT	SIZE (ACRES)
13805	1	0.034
13702	5	0.029
13804	8	0.046
13801	12	0.041
13801	9	0.044
13804	32	0.035
13701	13	0.048
13804	19	0.058
13702	1	0.040
13703	35	0.051
13801	11	0.041
13701	36	0.045
13703	28	0.035
13703	29	0.035
13703	30	0.039
13804	45	0.032
13804	44	0.034
13804	43	0.034
13804	41	0.033
13804	39	0.033
13703	40	0.040
13804	28	0.043
13804	26	0.022
13801	18	0.057
13803	9	0.038
13803	8	0.038
13803	8	0.058
13802	8	0.056

BLOCK	LOT	SIZE (ACRES)
13804	5	0.124
13804	4	0.027
13801	20	0.070
13601	11	0.048
13701	12	0.043
13804	23	0.043
13804	22	0.043
13804	14	0.048
13804	12	0.050
13702	16	0.026
13702	14	0.031
13701	8	0.041
13701	9	0.042
13803	37	0.050
13803	40	0.032
13801	25	0.059
13801	22	0.072
13801	22	0.066
13804	20	0.059
13703	2	0.147
13703	4	0.038
13803	14	0.036
13803	12	0.036
13803	11	0.036
13803	6	0.030
13803	5	0.030
13803	4	0.033
13803	3	0.034

BLOCK	LOT	SIZE (ACRES)
13803	45	0.031
13901	9	0.074
13901	8	0.074
13901	6	0.031
13804	36	0.035
13804	35	0.035
13803	22	0.053
13803	17	0.038
13701	38	0.045
13702	9	0.044
13703	33	0.033
13703	36	0.031
13701	5	0.034
13701	33	0.048
13901	3	0.031
13703	14	0.055
13501	22	0.057
13501	22	0.045
13501	21	0.045
13801	8	0.040
13804	7	0.049
13805	4	0.031
13804	11	0.044
13804	10	0.046
13901	4	0.031
13501	20	0.045
13801	7	0.041
13802	10	0.055

BLOCK	LOT	SIZE (ACRES)
13702	7	0.028
13803	35	0.043
13803	34	0.042
13703	25	0.035
13803	20	0.055
13801	19	0.067
13803	23	0.052
13802	6	0.061
13703	6	0.065
13804	18	0.058
13803	15	0.036
13803	2	0.037
13804	38	0.036
13804	37	0.036
13703	13	0.053
13703	15	0.049
13803	31	0.042
13801	10	0.048
13803	28	0.009
13901	12	0.067
13801	26	0.059
13703	31	0.053
13703	38	0.029
13801	5	0.139
13804	2	0.058
13802	9	0.055
13701	14	0.052
13601	3	0.096

BLOCK	LOT	SIZE (ACRES)
13803	44	0.031
13803	24	0.052
13803	43	0.032
13901	13	0.077
13701	2	0.036
13801	16	0.075
13801	23	0.057
13702	12	0.045
13805	6	0.032
13702	11	0.044
13701	30	0.052
13701	31	0.053
13801	17	0.075
13701	34	0.045
13804	9	0.046
13801	13	0.050
13801	15	0.150
13803	32	0.042
13801	6	0.041
13803	27	0.055
15601	17	0.085
13703	42	0.098
15601	7	0.086
15601	16	0.061
15601	5	0.087
13804	1	0.079
13804	13	0.055
13803	1	0.076



PARCELS IN ROEBLING GATEWAY REDEVELOPMENT AREA (CONTINUED)

BLOCK	LOT	SIZE (ACRES)
15601	15	0.138
15609	3	0.069
15609	2	0.069
15609	12	0.018
15703	17	0.030
15601	11	0.070
15601	4	0.059
15601	15	0.069
15601	10	0.103
15601	2	0.069
15609	4	0.069
15703	8	0.069
15601	1	0.071
15601	3	0.060
13801	1	0.414
13501	24	0.101
13601	23	0.431
13701	7	0.044
13701	7	0.106
15601	13	0.069
15609	5	0.069
15601	28	0.029
15601	27	0.029
15601	26	0.029
15601	25	0.029
15703	10	0.069
15601	12	0.449
15601	9	0.079

BLOCK	LOT	SIZE (ACRES)
15609	6	0.069
13703	1	0.123
13501	26	0.037
13801	3	0.001
13801	3	0.089
13901	14	0.472
15601	6	0.086
15609	1	0.071
15703	1	0.026
13901	7	0.078
13901	7	0.024
13804	21	0.057
13801	14	0.222
13601	1	0.586
13805	8	0.032
13902	7	1.340
15601	20	0.071
15601	19	0.064
15601	8	0.093
15801	4	0.023
13601	4	0.022
13601	2	0.367
13701	27	0.075
13504	4	0.035
13703	23	0.033
13502	12	0.044
13502	5	0.021
13502	18	0.017

BLOCK	LOT	SIZE (ACRES)
13502	11	0.046
13502	17	0.034
13504	28	0.039
13501	14	0.031
13504	23	0.030
15801	24	0.057
15607	4	0.040
13502	27	0.030
15801	21	0.040
15801	12	0.030
13503	3	0.225
13601	12	0.047
15607	8	0.045
13503	20	0.028
13503	19	0.060
13703	24	0.019
15801	31	0.059
15801	30	0.056
13504	7	0.035
13502	2	0.035
13503	17	0.081
13503	21	0.057
13701	20	0.041
13501	32	0.042
13504	29	0.039
13501	35	0.039
13504	34	0.044
13502	4	0.032

BLOCK	LOT	SIZE (ACRES)
13501	33	0.042
13504	11	0.034
13504	10	0.034
13504	8	0.036
13504	6	0.035
13504	5	0.035
13701	21	0.042
13502	19	0.036
13504	35	0.076
13501	31	0.040
13502	8	0.046
13504	27	0.042
13701	16	0.048
13502	14	0.032
13504	26	0.040
13504	22	0.031
13504	20	0.030
13503	28	0.056
13501	1	0.051
13503	18	0.081
13703	16	0.060
13703	17	0.049
13504	32	0.054
13503	14	0.043
13503	13	0.044
13501	8	0.032
13501	34	0.040
13502	3	0.037

BLOCK	LOT	SIZE (ACRES)
13502	16	0.025
13503	22	0.057
13701	17	0.046
13503	29	0.059
13504	3	0.035
13601	13	0.072
13502	22	0.027
13502	13	0.045
13504	30	0.039
13501	10	0.035
13502	9	0.045
13502	23	0.020
13502	15	0.023
13503	11	0.042
13503	10	0.042
13502	1	0.084
13504	19	0.032
13501	11	0.032
13502	24	0.020
13502	29	0.079
13504	24	0.031
13501	3	0.032
13501	2	0.045
13504	31	0.039
13503	25	0.050
13701	19	0.041
13701	18	0.040
13503	16	0.072

BLOCK	LOT	SIZE (ACRES)
13503	15	0.089
13501	6	0.032
13501	5	0.032
13501	9	0.035
13501	7	0.032
13504	25	0.040
13503	9	0.051
13503	23	0.049
13701	22	0.042
13502	10	0.045
13503	24	0.049
13501	12	0.032
13504	21	0.031
13501	15	0.056
13503	8	0.053
13504	9	0.034
13601	10	0.040
13503	7	0.085
13503	6	0.087
13501	13	0.032
13502	26	0.018
13502	25	0.018
13502	31	0.095
13501	4	0.032
15801	7	0.048
15801	45	0.037
13504	33	0.052
15607	12	0.024

BLOCK	LOT	SIZE (ACRES)
13501	18	0.089
13501	27	0.041
13503	4	0.524
13601	18	0.022
15801	15	0.038
15601	23	0.057
15609	11	0.018
15801	22	0.040
15703	11	0.024
15801	23	0.115
15607	9	0.043
15609	7	0.026
15601	22	0.037
15601	24	0.115
15604	3	0.049
15604	5	0.053
15604	6	0.055
15801	18	0.046
15801	6	0.044
15801	47	0.037
15801	46	0.037
15604	8	0.026
15703	5	0.033
13502	7	0.025
15801	16	0.042
13501	17	0.042
13501	28	0.041
13501	30	0.041

BLOCK	LOT	SIZE (ACRES)
13502	20	0.136
13502	30	0.045
13503	26	0.077
13504	15	0.131
13504	36	0.059
13505	1	0.989
13601	14	0.056
13601	22	0.474
13601	9	0.042
13701	15	0.043
13703	18	0.314
13703	19	0.054
13703	20	0.055
15801	39	0.029
15801	14	0.037
15604	7	0.034
15801	40	0.029
15609	10	0.018
15703	13	0.024
15607	3	0.039
15607	2	0.038
15801	32	0.056
15801	20	0.040
15703	7	0.026
15703	10	0.024
15604	1	0.028
15801	19	0.040
15703	16	0.025



PARCELS IN ROEBLING GATEWAY REDEVELOPMENT AREA (CONTINUED)

BLOCK	LOT	SIZE (ACRES)
15801	13	0.057
13503	12	0.067
15801	37	0.041
15801	36	0.036
15801	35	0.036
15604	2	0.032
15801	39	0.017
13703	21	0.047
13703	22	0.045
15604	4	0.045
15607	10	0.043
15607	7	0.097
15607	7	0.069
15801	2	0.109
15801	25	0.172
15801	5	0.044
15801	48	0.037
15801	44	0.037
15801	42	0.037
15801	41	0.029
15703	14	0.028
15703	2	0.037
15609	9	0.030
15801	17	0.046
13503	1	0.051
13503	5	0.212
13504	2	0.181
15703	6	0.025

BLOCK	LOT	SIZE (ACRES)
15703	12	0.024
15607	1	0.064
15801	33	0.040
15801	34	0.041
13501	16	0.044
13501	29	0.042
13502	28	0.019
13502	6	0.023
13504	13	0.177
13504	14	0.119
13504	16	0.117
13504	17	0.179
13504	18	0.121
13505	2	1.535
13505	5	0.294
13505	5	0.516
13701	26	0.055
15801	29	0.059
15801	11	0.030
15801	10	0.045
15801	29	0.045
15703	15	0.028
15601	21	0.021
15604	9	0.020
15607	11	0.048
15703	3	0.007
15801	1	0.228
15801	27	0.243

BLOCK	LOT	SIZE (ACRES)
15801	3	0.056
15801	4	0.034
15801	4	0.722
15801	4	0.057
15801	4	0.118
15801	4	0.047
15801	4	0.066
15801	4	0.057
15801	43	0.037
15801	8	0.057
15801	9	0.057
13601	17	0.044
13601	17	0.004
13601	17	0.134
13601	19	0.085
13601	20	0.154
13601	20	0.062
13601	21	0.480
15703	4	0.053
13703	44	0.002
13703	45	0.000
13703	43	0.038
15609	8	0.025
13701	24	0.042
13701	23	0.042
13503	27	0.063
13701	25	0.061

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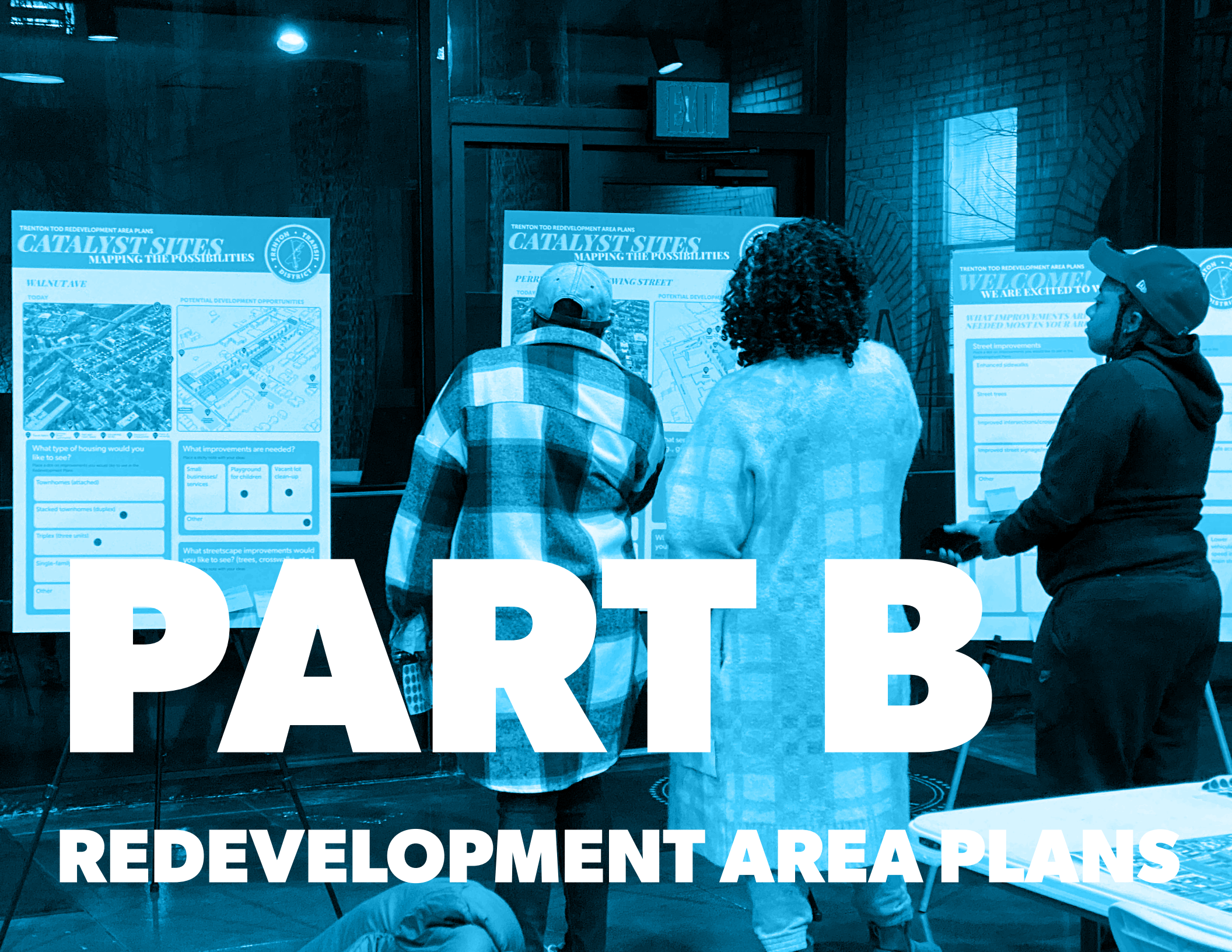


# ROEBLING COMPLEX REDEVELOPMENT AREA PLAN

*PREPARED BY WRT FOR THE CITY OF TRENTON:*  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

## ACKNOWLEDGMENTS

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Urbane Development  
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TRANSIT & MOBILITY

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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Roebbling Complex Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Roebbling Complex Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

#### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY



# INTRODUCTION

The Roebling Complex Redevelopment Area is generally bounded by US-1 to the north, S Broad Street and the rear property line of Joyce McDade Administration building and Mercer County Office of Aging to the west, Dye Street, and Hudson Street to the south, and Mott Street and Clark Street to the east.

This Redevelopment Area is one of the largest within the Trenton Transit District. It houses the Hamilton Avenue Station along NJ-129, which separates the Redevelopment Area in two well-defined portions. The character of the area is mainly light industrial, with services and assets within its boundaries.

The Redevelopment Plan primarily seeks to:

- ▶ Create mixed-use development that incorporates residential, commercial, cultural and light industrial.
- ▶ Preserve the architectural and historic significance of the area.

Significant progress has been made implementing this Plan, particularly given the ongoing redevelopment of Roebling Block 3 as the Roebling Center, an area with residential, commercial assets and services for the community developed in 2015. Roebling Lofts, the mixed-use residential first phase of this development was completed in 2017. These improvements will continue to spur interest and development potential in the area.

## Underutilized Land

Roebling Gateway Redevelopment Area primarily features large vacant areas scattered across the study area. 7% of the parcels are vacant lots and 11% are vacant buildings. While the majority of these vacant parcels are privately owned, 23% of the study area vacant land is city owned. Nearly 50% of Roebling Gateway Redevelopment Area total land cover is comprised of medium to high-density impervious surface.

## Service and Assets

Part of the Redevelopment Area is home to a significant geography of Trenton’s industrial legacy, and it contains several Historic buildings, including buildings of John A Roebling Sons Company and American Steel and Wire Company. Within these notable structures, there are those on Roebling Block 3 site as well as the Roebling Wire Works building situated in Mill Yard Park. The Roebling Wire Works structure has been transformed into an indoor skate park and events space, hosting several events and festivals throughout the year.

This Redevelopment Area also includes assets that serve present day needs and uses in its community. The CURE Insurance Arena is a larger scale asset that can leverage its proximity to Hamilton Avenue Station and Roebling Complex. It also contains government assets like the Mercer County Improvement Authority, the Social Security Administration, and New Jersey Realtors.

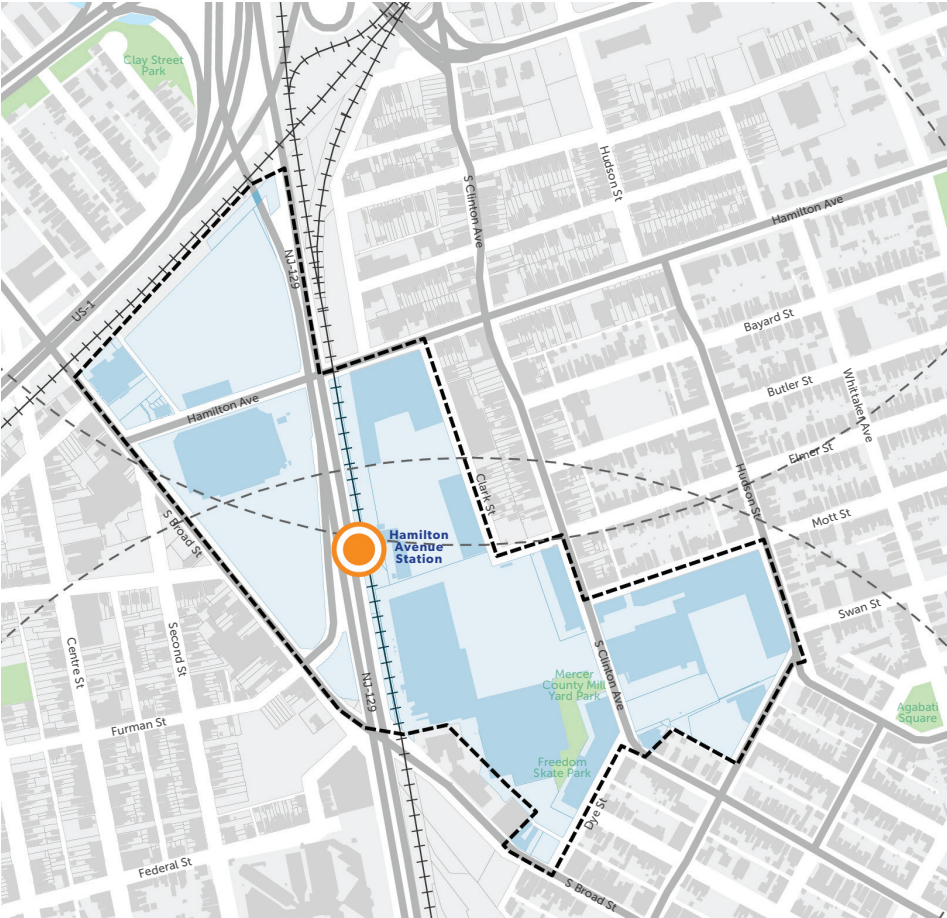


Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**  
- - - - RDAs  
- - - - 1/2 mile radius from transit

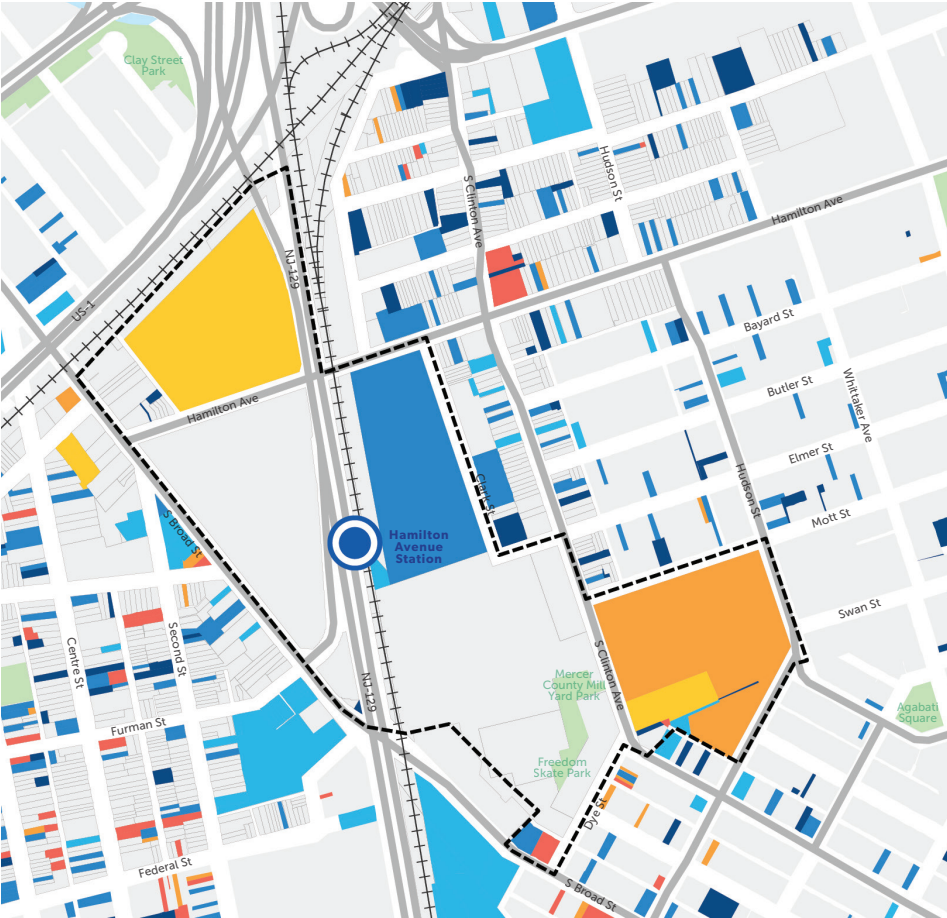
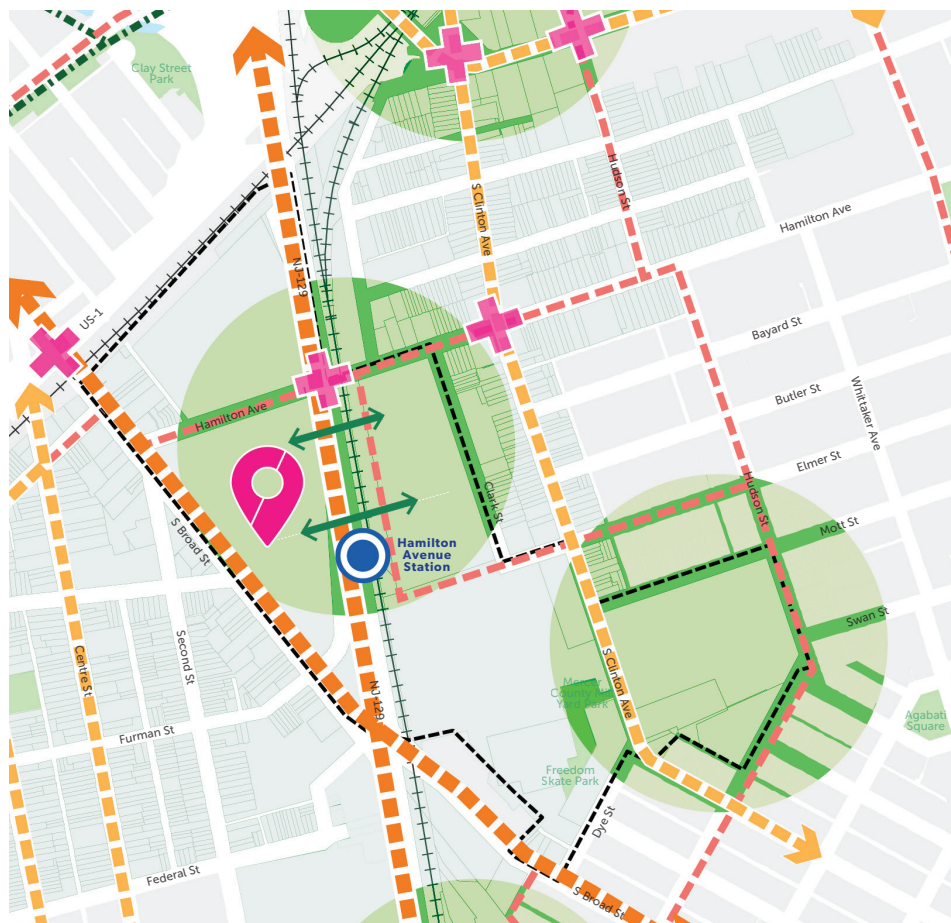


Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**  
Public vacant lots  
Public vacant buildings  
Public parking  
Private vacant lots  
Private vacant buildings  
Private parking





### Figure 3. PLANNED MOBILITY IMPROVEMENTS

### LEGEND

- RDAs
- + Priority Intersection
- 📍 Key Placemaking Opportunity
- Proposed Complete Streets
- Prioritized Complete Streets where main barriers exist
- Cycling Improvements
- Pedestrian improvements
- Proposed Multi-use Trail
- Development Opportunity Area

## Environmental Conditions, Resilience and Vulnerability

While the Roebling Complex Redevelopment Area does not face any notable flood hazard risk, it features several large brownfield sites. Roebling Block 2 and the juror parking for Mercer County north of CURE Insurance Arena, are two sites whose notable redevelopment potential may be hindered by the presence of brownfields.

In the recent Roebling Block 2 Request for Proposals, the City outlined the potentially required remedial actions and estimated costs so that proposals could be tailored to these specifications. The 8-acre juror parking, owned by the Mercer County Improvement Authority, and the private 1-acre lot adjacent to it, appear to have an active Response Action Plan for their brownfields.

The City of Trenton played a leading role in the remediation of Roebling Block 3. The County continues to conduct compliance activities at remaining areas of concern.

## Transit and Mobility

The Roebling Complex Redevelopment Area is critical to mobility within the Trenton Station District and beyond.

The Hamilton Avenue and NJ-129 corridors are some of the highest traffic roads in Trenton, and both corridors see an annual average of 10,000 to 20,000 vehicles per day. Despite these high levels of traffic, approximately 18-40% of households within the Roebling Complex and Roebling Gateway Redevelopment Area walk to work.

The combination of these high-traffic roads moving people through the area and the significant proportion of households in this Redevelopment Area relying in multi-modal transit necessitates new approaches to enhance safety and comfort for people traveling on foot. This is compounded by the high rate of bicycle and pedestrian accidents noted in several precedent plans along Hamilton Avenue and near the intersection of Hamilton Avenue and NJ-129.

While the Transit Oriented Development Strategic Plan proposes Complete Streets along S Broad Street and S Clinton Avenue, it does not provide consideration to enhance the east-west mobility beyond a bike lane on Hamilton Avenue. However, this Redevelopment Plan does prioritize improvements to the Hamilton Avenue and NJ-129 intersection to enhance the safety of multi-modal transit as this key juncture along the proposed on-street bicycle network.

During this Redevelopment Area Plan update process, the desire to enhance mobility across NJ-129 was pointed out, suggesting an elevated connection from S Broad Street to Hamilton Avenue.

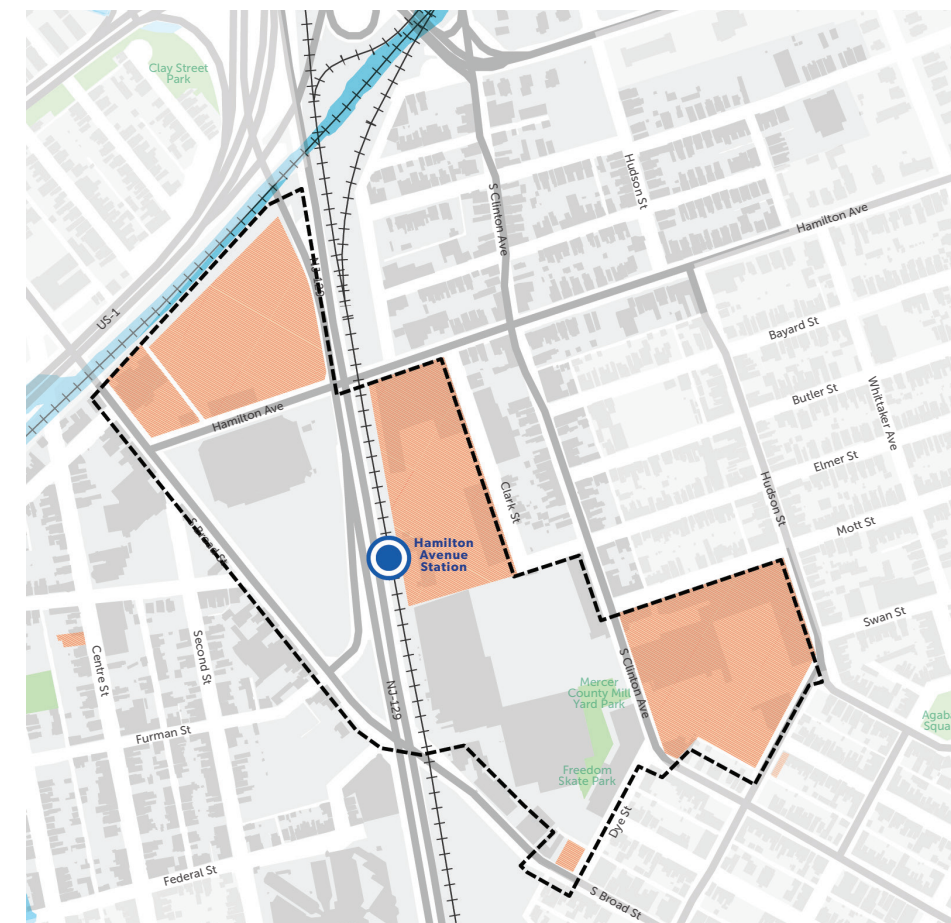






Figure 4.  
**FLOOD RISK AND  
BROWNFIELD SITES**

### LEGEND

-  1% Annual Chance Flood Hazard
-  2% Annual Chance Flood Hazard
-  Reduced Flood Hazard
-  Brownfield Within the RDA





# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

SUB-DISTRICTS AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Roebling Complex Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use/Urban Design and Public Realm

The Roebling Complex Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Roebling Complex Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in "Part A: Intro to the Trenton Transit District", the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Roebling Complex Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main throughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 5.  
OPPORTUNITIES IN ROEBLING COMPLEX RDA

### LEGEND

- RDA boundary
- ✚ Intersection Improvements
- - - Proposed Complete Streets
- . - Public Space Improvements
- - - On-street Bike Lane
- Potential infill development
- Stable residential Area
- 🎓 Educational Facility
- ⚙️ Community Resource
- 🕌 Place of Worship





# SUB-DISTRICTS AND LAND USE

## SUB-DISTRICTS AND CATALYST SITES

Based on analysis of the Roebling Complex Redevelopment Area that considered several factors including property ownership, existing and future land uses, circulation and parking, opportunities in the area related to transit and resident and stakeholder priorities, the Redevelopment Plan proposes three sub-districts:

- **Roebling Block 2:** this sub-district is bounded by Hamilton Avenue to the north, NJ-129 to the west, Broad Street and Dye Street to the south and S Clinton Avenue and Clark Street to the east. The vision for this sub-district is to envision development that is in line with the newly redeveloped Roebling Complex. It shall include a mix of uses to support the overall goal of Roebling Complex, with services and amenities that serve the residents of the surrounding neighborhoods. The vision should include strategies that act as catalyst for new streetscape and transit improvements across NJ-129, in a way that provides safe access for residents as well as transients.

- **Roebling Block 3:** this sub-district is bounded by Hudson Street to the east and south, Mott Street to the south, and S Clinton Avenue to the west. The vision for this sub-district includes the adaptive reuse of the former John A. Roebling Sons Company and American Steel and Wire Company buildings to maintain the character of the area and provide a glimpse to the former industrial character of the neighborhood. The Plan recommends flexible spaces to allow placemaking activities to happen in this area of the Trenton Transit District, in a way that allows space for planting, sidewalks, street furnishing and creates a cohesive district identity.

- **CURE Insurance Arena sub-district:** this sub-district is bounded by NJ-129 to the east, US-1 to the north, and Broad Street to the west. This sub-district envisions a new recreational identity for the area, which will include the current CURE Insurance Arena. A new structure, hosting events and parking, separates event-related activities from traffic and creates a shared plaza and green space amenities that will make the pedestrian user experience more accessible, safe, and enjoyable. Across the street, new development that is next to this new recreational district and just across from downtown will bring in the year-round activity desired in the area. The vision includes mobility strategies that will ease the connection across NJ-129 for the comfort of the residents and that aim to the access services and open spaces across neighborhoods, as well as access to the RIVERLine transit lines.

## LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan’s purpose, intent, and design principles, and the Land Development Ordinance. These land uses are compatible with existing development within the Trenton Station Redevelopment Plan and the surrounding area.

The following categories are recommended uses for Roebling Block 1 and 2 sub-districts to create an environment that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

- **Recommended uses:**
  - Residential Uses and Live-Work Units.
  - Parks and Plazas.
  - Adaptive Reuse of existing buildings.
  - Office and Co-working Spaces.
  - Educational Facilities.
  - Institutional Uses.

- **Recommended ground floor uses:**
  - Retail or Commercial Uses.
  - Educational Facilities.
  - Spaces for Cultural Activities and Civic Uses.
  - Artists Galleries, Studios, and Workshops.
  - Restaurants and Bars.
  - Performing Arts and Entertainment Spaces.
- **Additional recommended use regulations:**
  - Uses within the first-floor spaces in Roebling Complex Redevelopment Area, except for entryways and lobbies, should be limited to the uses listed in the previous section.
- **Accessory recommended uses:**
  - Off-Street Parking Facilities.
  - Off-Street Loading Facilities.

The following categories are recommended uses for CURE Arena sub-districts to create an environment that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

- **Recommended uses:**
  - Parks and Plazas.
  - Spaces for Cultural Activities and Civic Uses.
  - Performing Arts and Entertainment Spaces.
  - Restaurants and Bars.
- **Recommended ground floor uses:**
  - Retail or Commercial Uses.
  - Spaces for Cultural Activities and Civic Uses.
  - Performing Arts and Entertainment Spaces.
  - Restaurants and Bars.
- **Additional recommended use regulations:**
  - Uses within the first-floor spaces in CURE Insurance Arena sub-district, except for entryways and lobbies, are limited to the uses listed in the previous section.
- **Accessory recommended uses:**
  - Structured parking, attached to an additional use.
  - Off-Street Loading Facilities.

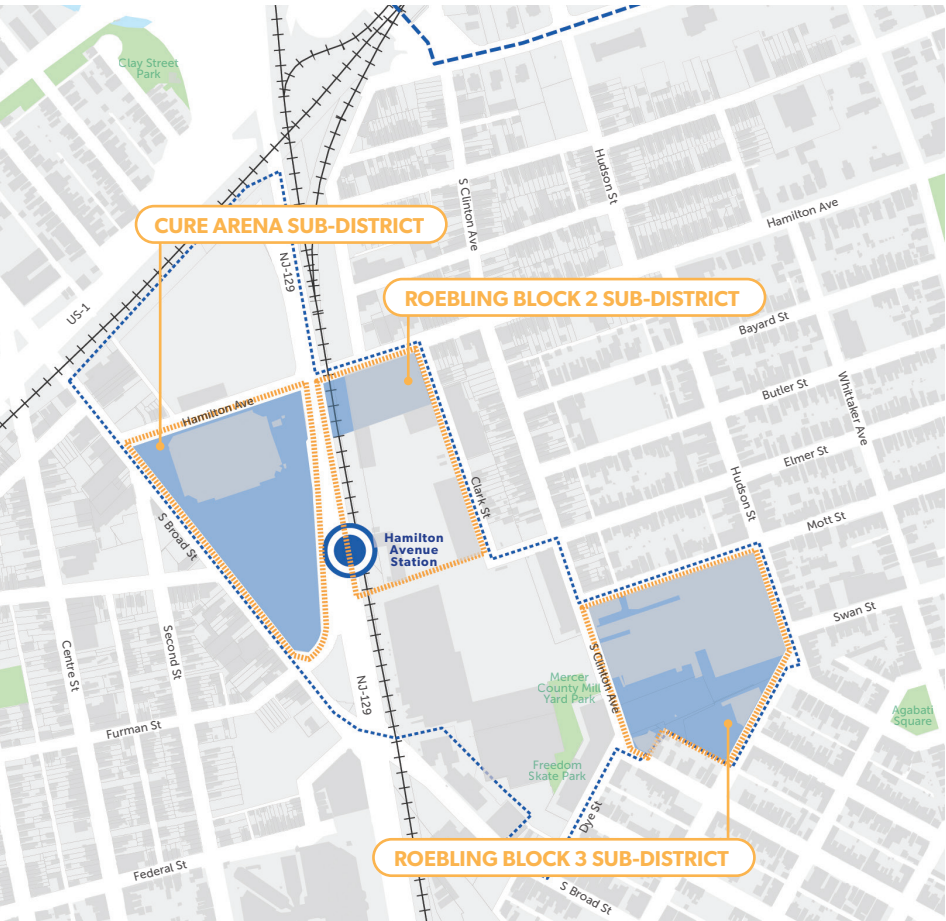


Figure 6.  
ROEBLING COMPLEX SUB-DISTRICTS

LEGEND  
- - - RDAs  
- - - Sub-district boundary



# URBAN DESIGN, PLACEMAKING, PUBLIC REALM

General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development along S Clinton Avenue should consider appropriate façade and design material selection that reinforce the character of the area and relates to it and the public amenities nearby.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Public realm should allow for at least a 3' planting strip along Hamilton Avenue and S Broad Street separating traffic and pedestrians and might include stormwater management elements.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Streets must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use are not permitted on Roebling Complex Redevelopment Area.
- ▶ All other parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance's conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.

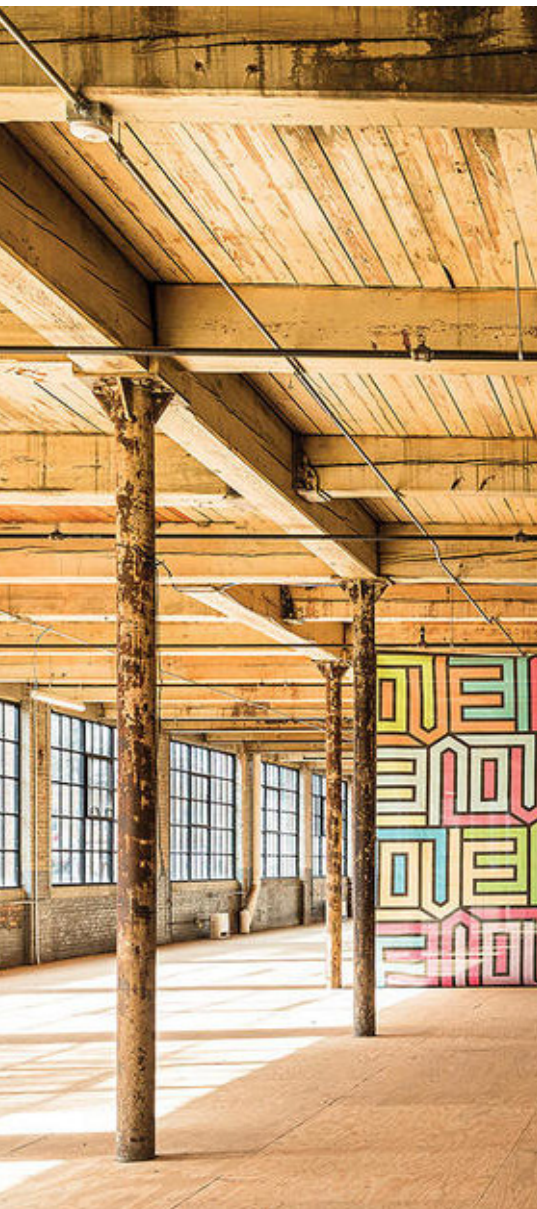
Figure 7.  
CATALYST AREAS  
AND MULTI-MODAL  
TRANSPORTATION IN  
ROEBLING GATEWAY RDA

LEGEND

- ↔ Complete Street
- ↔ Priority Connection
- ↔ Cycling Priority
- ↔ Street and Green Improvements
- ||||| Road Diet
- ↔ Rail
- Park
- Open Space Improvement
- Priority Vacancies to Address
- 📍 Open Space
- 📍 Outdoor Fitness
- 📍 Community Resource
- 📍 Place of Worship
- 📍 Trenton Transit Center
- 📍 Recreation
- 📍 Stadium
- 📍 Food Court
- 📍 Pop-up Market







Historic building restoration

## ROEBLING BLOCK 2 SUB-DISTRICT RECOMMENDATIONS

This sub-district includes lots Block 15901 Lot 1-3 on Hamilton Avenue and Clark Avenue.

### Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends the preservation and rehab of existing structures. Any new developments in the land shall recognize and preserve the architectural and historical character of the area.

The preservation of the existing industrial historic buildings in the Roebling 2 sub-district area is required. Proposed new development should, where appropriate and feasible, incorporate the character of the existing historic facades into the overall project design and architectural elements.

New development in this sub-district is recommended to amplify the services provided in the redeveloped Roebling Market, to add to the assets found in the area while providing easy access through Hamilton Avenue and other transit modes. Light-industrial uses as provided in the Land Development Ordinance are permitted.

Residential development is recommended to add to the housing stock of the Roebling Complex Redevelopment Area and should create new open spaces and greenspace amenities that complement the development.

### Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton's transits assets.

This sub-district proposes Hamilton Avenue, from NJ-129 to Hudson Street, as a Priority Connection, including pedestrian and bicycle infrastructure where feasible. In addition, as a safe, alternate route, bicycle lanes are recommended along Elmer Street and Canal Street to facilitate access to this new district and the rest of Trenton Transit District. The addition of bikeshare stations in the Roebling Block 2 area is highly encouraged to bring access to alternate modes of transportation. These improvements to the streets in the area will allow

for safer, direct connections not only to Trenton Transit District but also to Hamilton Avenue Station and Cass Street Station.

This sub-district is well-served by the Hamilton Avenue Station and thus, the redevelopment of the area should leverage this opportunity when designing the new development and the streetscape in a way that provides easy access for pedestrians and cyclists to this Trenton asset.

Even with these improvements, the major challenge that Roebling Complex Redevelopment Area faces is accessibility and safety across NJ-129. As the Trenton SR 129 Study recommends, NJ-129 should be redesigned – reducing lanes, adding a protected bike lane, improving intersections, realigning and enhancing sidewalks, and enhancing the traffic and pedestrian signals between others, will allow a higher accessibility to Hamilton Avenue Station and Cass Street Station for all residents on both sides of NJ-129, in addition to improving the connectivity between districts and access to services for non-vehicular users.

### Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Roebling 2 sub-district to become a gateway for all the Roebling Complex areas.

This Plan recommends the treatment of NJ-129 and Hamilton Avenue as a gateway to increase awareness of the entrance to an area of neighborhood character. In addition, a gateway will point residents and visitors to the landmark comprised by all the catalyst sites projects that have already been developed and the future areas of Roebling Complex that will be an asset not only for this study area but for all Trenton.

All the streetscape and open space areas within this sub-district should incorporate green features and small gathering spaces (benches, shaded areas) that will provide passive recreation within the district's services and recreational areas.

### Character and Identity

This Redevelopment Plan proposes clear, cohesive treatment and branding of the different open spaces and services found within Roebling Blocks 1, 2, and 3 to guide the residents and visitors through the different spaces and assets in the area. Signage, historic markers, and wayfinding are some of the elements recommended.

In addition, signage that will direct residents and visitors alike to transit hubs like Trenton Transit Center and Hamilton Avenue Station are strongly recommended.



Historic building restoration that responds to Historic District standards



Gateway elements treatment



Transportation wayfinding



Street redesign with Vision Zero strategies



ROEBLING BLOCK 3 SUB-DISTRICT RECOMMENDATIONS

This sub-district includes lots Block 15704 Lot 1, 1.03, 1.08 on Mott Street and S Clinton Avenue.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends the adaptive reuse of the former John A Roebling Sons Company buildings to provide an authentic experience that speaks to the former buildings while adapting them to new uses that will serve the community.

The preservation of the existing industrial historic buildings in the Roebling 3 sub-district area is required. Any new developments in the land shall recognize and preserve the architectural and historical character of the area, incorporating it in the overall project design and architectural elements of the new development.

Residential development is recommended within this sub-district. The new services, assets, and amenities recommended in this Plan will allow future residents to live in a mixed-use environment with accessible services and transportation.

Any new developments should create open spaces and plazas that complement the development and are able to host placemaking activities, so the sub-district can become a recreational point for area families and residents.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton’s transits assets.

S Clinton Avenue from Hamilton Avenue extending south is envisioned as a Priority Connection, including pedestrian and bicycle infrastructure where feasible. Hudson Street is proposed to host a protected bicycle lane as a more accessible, safer alternate route. These non-vehicular mobility strategies should be paired with the addition of bikeshare stations for added accessibility for area residents. These improvements to these streets will allow for safer, direct connections not only to Trenton Transit Center but

also to Hamilton Avenue Station and surrounding areas for non-vehicular users.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Roebling 3 sub-district to become a catalyst for open space activities and point place in Trenton for events and community gathering.

By developing open space along with new density and adaptive reuse opportunities, the recreational areas will become a node and multi-function public space, a platform for seasonal events (performances, art showings, food fairs, multi-function event space) in Trenton. Large open spaces shall be subdivided with landscaping strategies and shall incorporate furnishing and shading strategies, converting the areas into passive recreation for all users.

Character and Identity

This Redevelopment Plan proposes clear, cohesive treatment and branding of the of the different open spaces and services found within Roebling Blocks 1, 2, and 3 to guide the residents and visitors through the different spaces and assets in the area. Signage, historic markers, and wayfinding are some of the elements recommended.

In addition, signage that will direct residents and visitors alike to transit hubs like Trenton Transit Center and Hamilton Avenue Station are strongly recommended.

CURE ARENA SUB-DISTRICT RECOMMENDATIONS

This sub-district includes lots Block 10101.01 Lot 6 on Hamilton Avenue, NJ-129, and S Broad Street.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends advancing this sub-district towards a new vibrant entertainment district that will not only serve Trenton but its region.

The location of the CURE Insurance Arena in Trenton makes it adequate to use it as a catalyst to activate other areas of the city like downtown Trenton. This Plan recommends a CURE Insurance Arena Strategic Plan study to create a plan to host various regional events (including sports, concerts, performances) and create a year-round calendar that activates the now underused space. As part of the activation strategy, the Plan recommends retrofitting the northern area of the structure facing Hamilton Avenue to host commercial spaces that will activate the street.

In addition, a multi-purpose facility with structured parking on the south edge of the block, is envisioned not only to support the reactivation of the CURE Insurance Arena but also to create an edge with NJ-129 and frame an open space between both structures that will serve as outdoor recreation area with seasonal placemaking activities – a flex space that can be converted into a gathering point for various events that will activate the area.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton’s transits assets.

The CURE Insurance Arena area is currently isolated for non-vehicular users. This Plan recommends Hamilton Avenue as a Priority Connection, including pedestrian and bicycle infrastructure where feasible. The addition of bikeshare stations in the CURE Insurance Arena area is highly encouraged to bring access to alternate modes of transportation.

S Broad Street is envisioned as a Complete Street, that will incorporate greenscape and furnishing zones and wide pedestrian sidewalks to enhance mobility between the Redevelopment Area while providing adequate and accessible, safer, direct connections to Hamilton Avenue Station, Cass Street Station, and downtown Trenton.

In alignment with the SR 129 Study NJ-129 should be redesigned – reducing lanes, adding a protected bike lane, improving intersections, realigning and enhancing sidewalks, and enhancing the traffic and pedestrian signals between others, will allow a higher accessibility to Hamilton Avenue Station and Cass Street Station for all residents on both sides of NJ-129, in addition to improving the connectivity between districts and access to services for non-vehicular users.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for CURE Insurance Arena sub-district to life through programming and open space activation.

The development of a new entertainment area across from the CURE Insurance Arena will allow the creation of an open space that will be a platform for a gathering area for events and an outdoor venue for small pop-up performances that will activate the sub-district. This open space area should be accessible from NJ-129 and S Broad Street and be lined up by a high-transparency ground floor to enliven the space. Landscaping strategies should subdivide the space and provide a natural barrier to the east and west major road thoroughfares, creating a lively plaza with people-based placemaking strategies that will also address safety concerns and make the CURE Insurance Arena sub-district a welcoming and pedestrian-friendly space for all Trentonians.



## HAMILTON SUB-DISTRICT

This sub-district includes lots Block 10001 Lot 14-22 on Hamilton Avenue, and S Broad Street.

### Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends mid-to high-density development with generous setbacks that creates a family-friendly, pedestrian-oriented environment due to its proximity to downtown Trenton and Hamilton Avenue Station.

The development of this sub-district is recommended to be residential, to add to the housing stock of the city and the activation of the Hamilton Avenue/S Broad Street area. The developments fronting Hamilton Avenue should provide ground floor commercial amenities and a consistent streetwall to encourage a lively street and support pedestrian activity in the area. The vision for the CURE Arena sub-district will also help support this activity.

### Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton's transits assets.

This sub-district should promote walkability and access to transit through pedestrian-friendly streets with generous setbacks. New streets should be lined up with greenery including, but not limited to, trees and greenery that also provides stormwater management. The proximity to downtown Trenton and Hamilton Avenue Station make this location prime for a mixed-use district. Adequate signage, crossings, and traffic-calming measures should be put in place to ensure the safety of the residents and visitors.

This Plan recommends Hamilton Avenue as a Priority Connection, including pedestrian and bicycle infrastructure where feasible. The addition of bikeshare stations in this new development area is highly encouraged to bring access to alternate modes of transportation.

S Broad Street is envisioned as a Complete Street, that will incorporate greenscape and furnishing zones and wide pedestrian sidewalks to enhance mobility between the Redevelopment Area while providing adequate and accessible, safer, direct connections to Hamilton Avenue Station, Cass Street Station, and downtown Trenton.

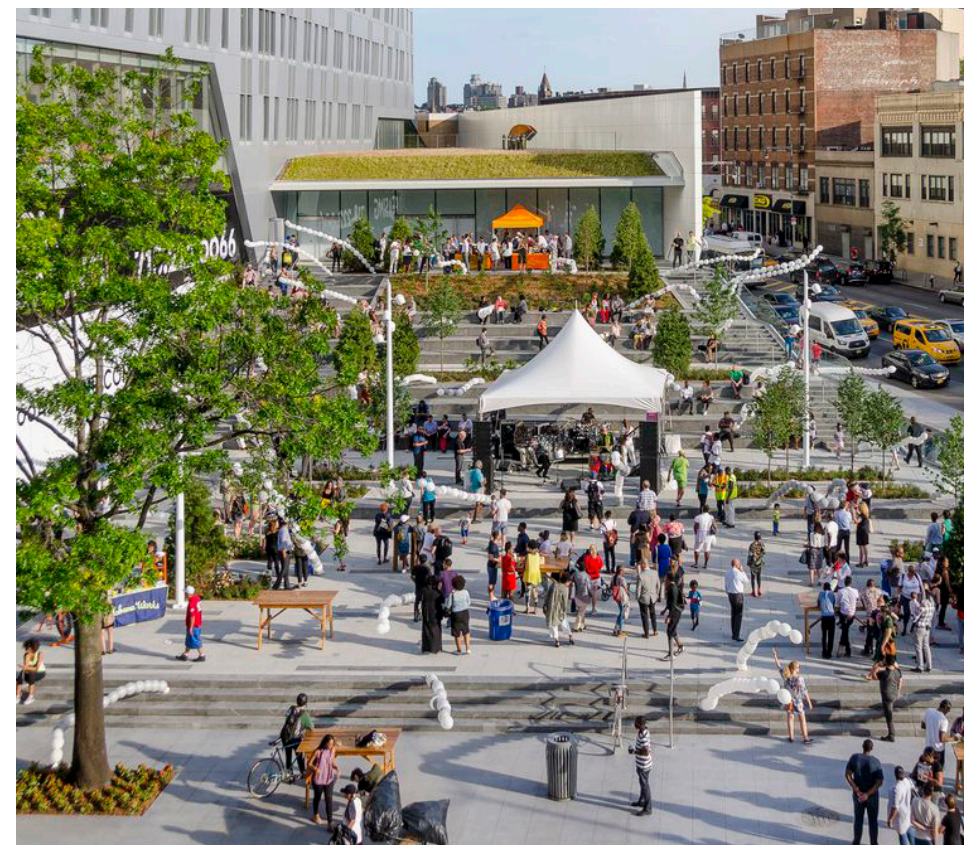
### Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Hamilton sub-district to be a prime location for a family-friendly, pedestrian community.

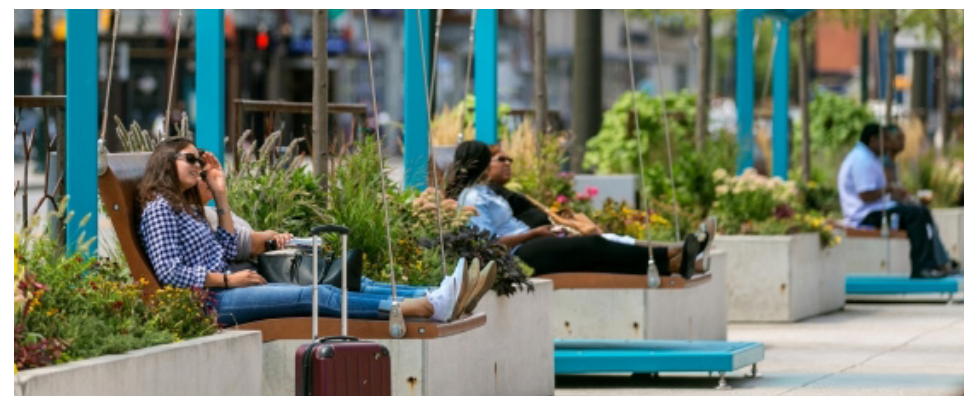
This Plan recommends development that allows the creation of open spaces for passive and active recreation, providing residents with gathering areas and entertainment spaces. The addition of children-friendly furnishings such as playgrounds, and other open space furniture such as benches and lighting, is highly encouraged in these areas; these will help with the activation of spaces which will help ensure safety of the overall area.



Figure 8.  
**PLACEMAKING AROUND ROEBLING COMPLEX**



Street and plaza activation through pop-up events



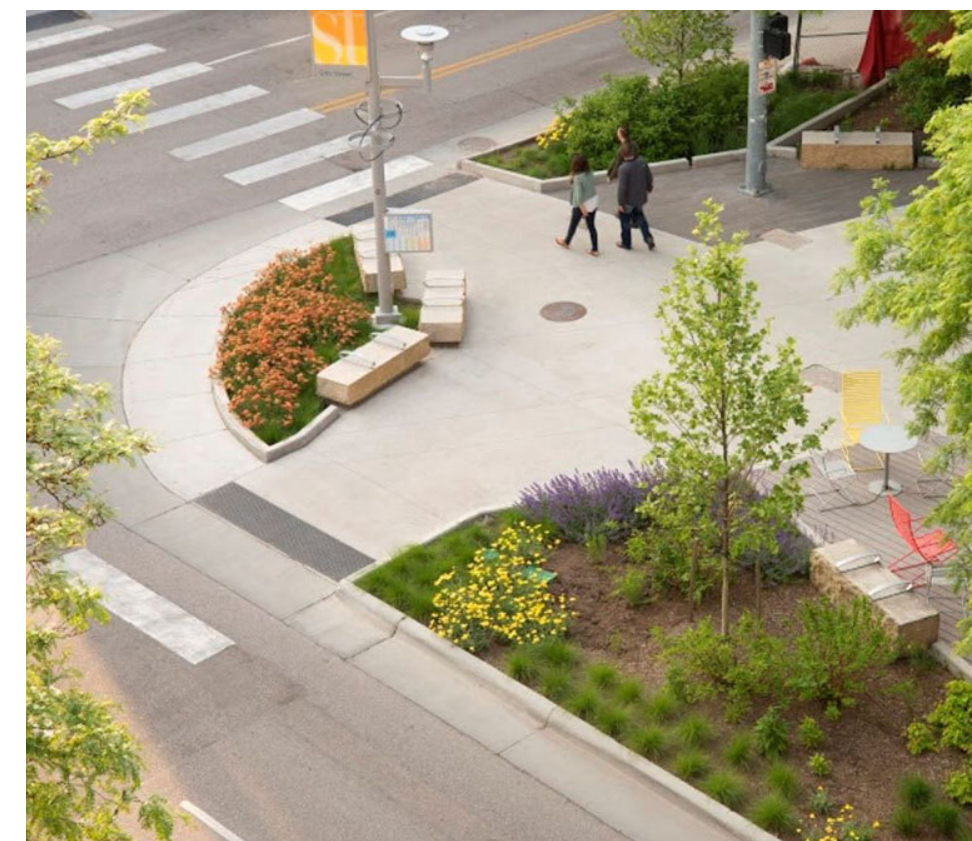
Passive recreation spaces



District branding



Walkable neighborhood street



Vision Zero strategies + greening and stormwater strategies + passive recreation and branding



MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Analyze the Redevelopment Areas and develop measurable strategies and timeline for actions.
- Implement infrastructure changes to prioritize safety over speed: reducing travel lanes, traffic-calming measures, extend the curb at intersections to reduce pedestrian crossing distances, etc.

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements proposes an increased accessibility to Trenton Transit Center and the overall Trenton Transit District through pedestrian walkability and bicycle access in the Roebling Complex Redevelopment Area.

This Plan recommends S Clinton Avenue from Hamilton Avenue extending south and Hudson Street as a Priority Connection. These streets should support multi-modal transportation to accommodate bus routes and on-street bicycle lanes where feasible, as well as connected sidewalks with greenery. Elmer Street and Canal Street are proposed to host a protected bicycle lane as an

alternate, safe route to Trenton Transit Center, Hamilton Avenue Station and Cass Street Station. Supporting facilities such as bicycle storage, and bikeshare stations shall be added. These improvements shall be consistent and should be developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the Redevelopment Agreement document. Bike lanes should be located and designed in such a way as to minimize conflicts with other modes of transportation. Adequate infrastructure, infrastructure enhancement, traffic signals, and indications should be in place to enhance the safety of pedestrians and cyclists alike.

Complete Streets

As indicated in the Trenton Complete Streets Design Handbook, S Broad Street is identified as a “Connector Corridor”. The Connector Corridor Complete Streets are characterized for running along streets that have a lower density of commercial retail and aim to provide efficient travel across the city, regardless of how people choose to get around. The required elements for this type of Complete Street includes: 5'-8' pedestrian zone; lighting; ADA ramps on crosswalks; and pedestrian signals and warning signs. A full list of required and recommended elements can be found in the Complete Streets Design Handbook.

The development of these Complete Streets should comply with the Trenton Complete Streets Design Handbook and Citywide Updates, and addressed in the Redevelopment Agreement.

Intersection improvements

The Roebling Complex Redevelopment Area Plan proposes an intersection study on NJ-129 with Hamilton Avenue and S Broad Street with Hamilton Avenue.

A study with recommendations is key to implement successfully any of the multi-modal circulation recommendations presented in this Redevelopment Plan. Successfully implementing recommendations made by an intersection improvement study will enhance the safety of pedestrians and bicycle users, and will overall ease the access to Trenton Transit Center and Hamilton Avenue Stations.

Trenton SR 129 Study

Following the Trenton SR129 Study, and as outlined in the Trenton250 Plan, this Redevelopment Area Plan recommends NJ-129 to be redesigned. The Trenton SR129 Study conducted a background analysis and assessment of existing conditions of the corridor; findings and recommendations were based on on-site observations and data collection.

This Plan, in alignment with the recommendations made and in alignment with the catalyst site areas vision, proposes full street improvements on NJ-129 to improve pedestrian and transit connections between the Trenton Transit District and ensure the safety of the road users, whether vehicular on non-vehicular. Improvements should include, but not be limited to: reducing width of lanes to reduce active speed on the road; adding protected bike lanes and realigning/adding/repair sidewalks to enhance non-vehicular transportation; conduct intersection studies and take appropriate measures to ensure safe crossings and mobility east-west of the corridor; enhance traffic and pedestrian signals to improve safety; add medians throughout the corridor and curb extensions, both including stormwater management, to reduce the crossing distance between both sides of the corridor. All these measures will improve connectivity between districts and access to services, and enhance safety for all road users.



Protected bicycle lane and intersection improvements



Bikeshare stations



Bicycle infrastructure wayfinding



Page for clarification.

Zoning updates and bulk guidelines will refer to LDO.

# SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Roebling Complex Redevelopment Area falls within a moderate to high (3F-5F above city average) heat island. This Redevelopment Plan and its proposed streetscape improvements recommends:

- ▶ Street tree planting projects and maintenance on Hamilton Avenue, S Broad Street, S Clinton Avenue, and Hudson Avenue to increase the greening of the area while providing shadowed pedestrian areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- ▶ All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- ▶ Any new paved areas in plazas and open spaces should include increased permeable surfaces and vegetation that can absorb and retain rainwater to mitigate flooding and enhance green space.
- ▶ Hamilton Avenue, S Broad Street, and the improved NJ-129 corridor should include green infrastructure installations between pedestrian and vehicular infrastructure (minimum width 3'). This buffer should retain stormwater runoff and filter pollutants that run off roadways and other impermeable areas in the public realms. These green buffers may include, or may be additional to rain gardens and permeable pavers.
- ▶ Include planting islands that infiltrate manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.



Green infrastructure strategies - tree planting, and rain gardens on sidewalks extensions

# ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Roebling Complex Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- ▶ **Transit-Oriented Development District (TOD-1):** intense mixture of commercial and residential uses in a predominantly vertically mixed-use environment focused on Trenton Transit District, including Trenton Transit Center and Hamilton Avenue and Cass Street light rail stations. This district facilitates walkable, mixed-use development between transit assets and nearby destinations.

Due to the extent of the area and the different characteristics, two subdistricts are established: TOD-1 and TOD-2, differences are based on the height of the buildings and the intensity of the density.

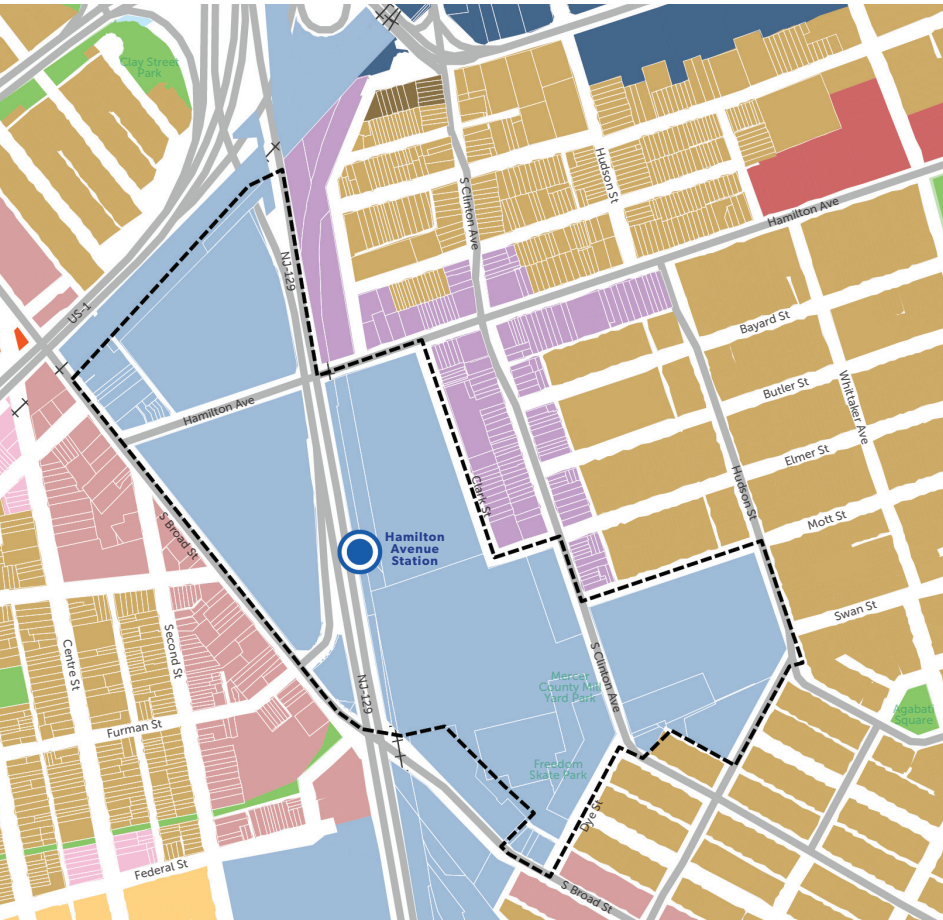


Figure 9. LAND DEVELOPMENT ORDINANCE

LEGEND			
---RDA boundary	Other districts:	C-MX	TOD-1
RDA zoning districts:	RM-1	C-MS	TOD-2
TOD-1	RM-2	MU-T	INST
	RH-1	I-MU	OS-R
	RH-2		





# 03

## IMPLEMENTATION & EARLY ACTIONS

IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years

Mid = 3-6 years

Long = 6+ years

\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Mixed-use development and additional uses that amplify services provided by Roebling Market in the Roebling Complex area (refer to LDO for list of uses).	Mixed-use development with ground floor uses that prompt activity along streets. Supporting streetscape elements (i.e., street furniture, tree planting, etc.)		X			Long-term.
High-density residential development on Hamilton sub-district (refer to LDO for list of uses).			X			Long-term.
Support of pedestrian activity and walkability, Active ground floors on main corridors.			X			Long-term, to be implemented with development.
Preservation of historic buildings in the Roebling Complex area.			X			

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Adaptive reuse of historic buildings in Roebling Complex.			X			
Retrofit of CURE Insurance Arena by Hamilton Avenue.		X	X			Long-term.
Multi-purpose facility development on CURE Insurance Arena parking.		X	X			Long-term.
CIRCULATION						
Improvement of high-vehicular traffic intersections (see Intersection Improvements on page 27 for a full list of intersections).		X		X		Mid-term. Feasibility study should be conducted.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Conversion of Hamilton Avenue extending up to Hudson Street to a Priority Connection to access transit assets.	Connected pedestrian infrastructure, provision of protected bike lanes to support multi-modal transportation.	X		X		Long-term. Feasibility study should be conducted.
Conversion of S Clinton Avenue from Hamilton Avenue extending south to a Priority Connection to access transit assets.	Connected pedestrian infrastructure, provision of protected bike lanes to support multi-modal transportation.	X		X		Long-term. Feasibility study should be conducted.
Protected bike lane along Hudson Street.	Refer to City of Trenton Complete Streets Design Handbook standards and Citywide Updates.	X		X		Mid-term. Feasibility study should be conducted.
Protected bike lane along Elmer Street.		X		X		Mid-term. Feasibility study should be conducted.
Protected bike lane along Canal Street.		X		X		Mid-term. Feasibility study should be conducted.
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Mid- to long-term, to be implemented with development of bike lanes.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Redesign of NJ-129 to promote accessibility for pedestrians and bicycles.	Reduce lanes, add protected bike lanes, improve intersections, realign and enhance sidewalks, enhance traffic signals, etc. (refer to Trenton SR129 Study)	X		X		Long-term. Feasibility study already conducted.
Transit wayfinding signage.	Establish a recognizable brand and implement signage that guides users through the different transit assets Trenton offers.	X		X	X	Near-term.
STREETS AND PUBLIC SPACES						
Conversion of S Broad Street to Complete Street "Connector Corridor".	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
Create gateways by Hamilton Avenue and NJ-129.	Include markers and signage for historic buildings in the area and community assets.	X		X		Mid-term.
Design public spaces within Roebling 2 sub-district development.	Incorporate green features and small gathering spaces.		X			Long-term, to be implemented with development.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
STREETS AND PUBLIC SPACES						
Design multi-functional recreational areas within Roebling 3 sub-district development.	Incorporate landscaping and shaded areas that can host a range of events.		X			Long-term, to be implemented with development.
Create a new public space in the CURE Insurance Arena parking area.	Create a public space for outdoor seasonal recreation, gathering and entertainment to support placemaking activities and CURE Insurance Arena programming.	X		X		Long-term, to be implemented with development.
Identity and branding of Roebling Complex.	Establish a recognizable brand and implement historic signage, markers, and wayfinding that guide users through the different historic buildings and assets.	X		X		Mid-term.
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Tree planting on Hamilton Avenue, S Broad Street, Clinton Avenue, and Hudson Avenue.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.
Green buffers with green infrastructure along Hamilton Avenue and NJ-129 redesigned pedestrian routes.		X		X		Mid-to long term, as enhancement/ conversion of streets are being developed.
Increased permeable surfaces on new public spaces.	Design new public spaces with permeable surfaces that allow for runoff and stormwater filtration.	X	X	X		Mid- to long-term, as enhancement/ conversion of streets are being developed, or to be implemented with development.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.
Intersection Improvement Study.	Conduct a study that addresses the safety and accessibility of high vehicular traffic intersections with special attention to multi-modal circulation to enhance the safety of pedestrians and bicycle users.	X		X		Mid-term.
CURE Insurance Arena Strategic Plan Study.	Conduct a study that addresses programming and explores partnerships. Create a year-round calendar of regional and local events for activation of the area.	X		X		Mid- to long-term.

AP. A

PARCELS IN ROEBLING COMPLEX  
REDEVELOPMENT AREA



PARCELS IN ROEBLING COMPLEX REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
10001	4	0.408
10001	16	0.071
10001	22	0.027
16001	8	0.094
16001	1	0.852
16001	13	0.221
16001	3	1.159
16001	4	0.834
16001	5	1.544
16001	7	0.058
10001	6	0.046
15704	1	6.405
15704	1	0.016
15704	1	1.043
15704	1	0.142
15704	1	0.932
15901	4	0.616
16001	12	0.095
16001	2	10.148
16001	6	0.172
16001	9	0.034
10001	7	6.678
10001	8	0.030
10101	6	8.491
15901	1	6.203
15901	2	0.146
10001	10	0.025
10001	9	0.027
10001	17	0.071

BLOCK	LOT	SIZE (ACRES)
10001	12	0.044
10001	14	0.291
10001	21	0.439
10101	4	0.491
10001	11	0.025
10001	13	0.138
10001	13	0.011
10001	15	0.149
10001	23	0.039
10101	2	0.017
10101	3	0.027
15704	1	0.015
15704	1	0.112
15704	1	0.040
15901	3	0.948

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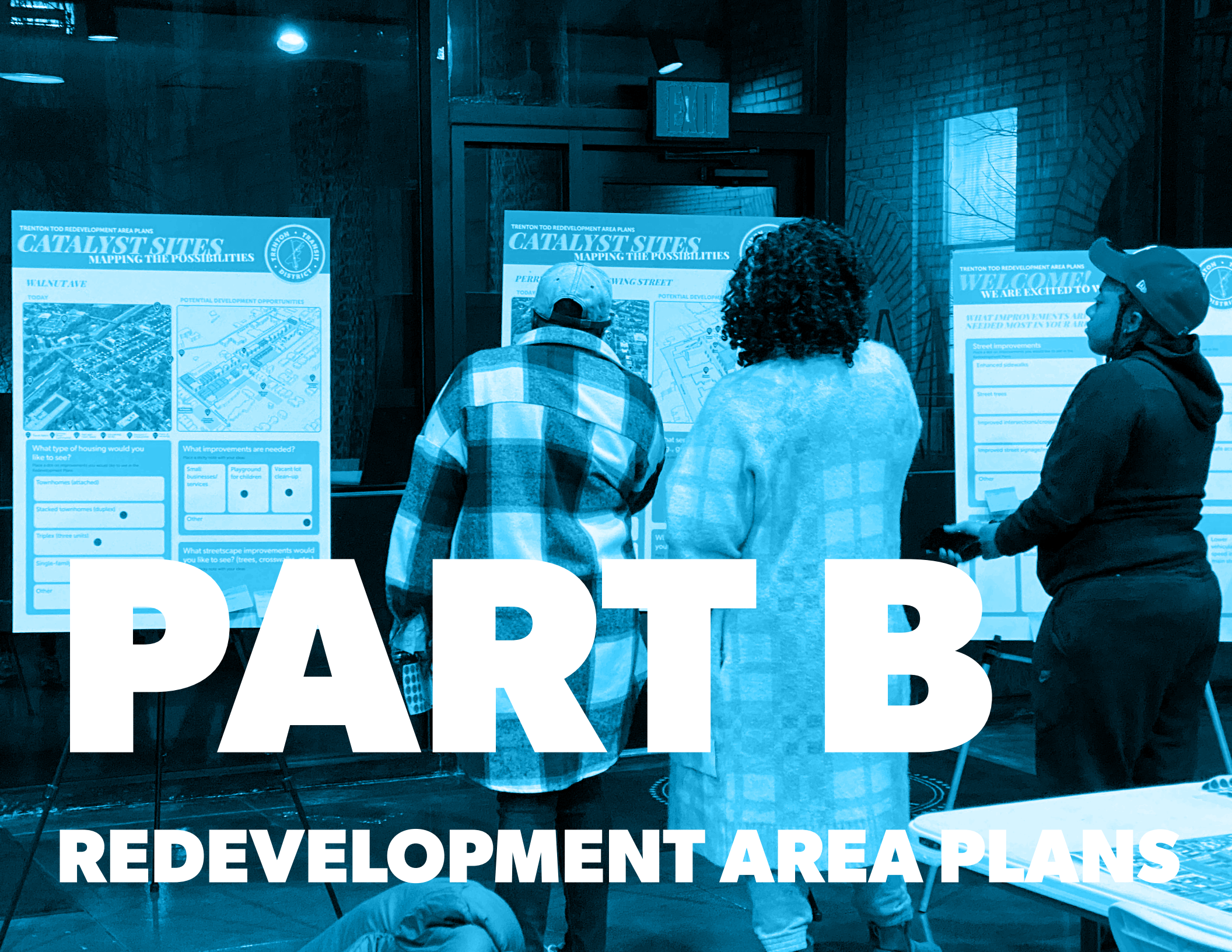


# LAMBERTON REDEVELOPMENT AREA PLAN

*PREPARED BY WRT FOR THE CITY OF TRENTON:*  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

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TRANSIT & MOBILITY

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URBAN DESIGN, PLACEMAKING, PUBLIC REALM  
SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES  
ZONING UPDATES AND BULK GUIDELINES

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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Lamberton Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Lamberton Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

#### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY





Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**

- RDAs
- 1/2 mile radius from transit

# INTRODUCTION

The Lamberton Redevelopment Area is generally bounded by the Northeast Regional rail line to the north, NJ-29 to the west, Federal Street to the south, and S. Broad Street to the east.

This Redevelopment Area is the westernmost geography in the Trenton Transit District. Although not formally identified in the Trenton Transit Oriented Strategic Action Plan, the northeastern area of this RDA is part of the Hamilton Avenue/Cass Street priority area while the rest is designated as an adjacent area.

The character of this Redevelopment Area is mainly residential, with some open space areas in the south and center part of it and some commercial uses on the eastern part of the study area.

The Plan has been partially completed, with some additions like the new residential townhome development Cooper Crossing, and its last amendment seeks to:

- ▶ Rehabilitate the area's housing stock.
- ▶ Develop new housing through infill strategies.
- ▶ Conduct adaptive reuse of historic buildings.

## Underutilized Land

The Lamberton Redevelopment Area is dotted with many relatively small vacant lots. There is great redevelopment potential for Lamberton Redevelopment Area: 19% of the parcels in the study area are vacant lots and 11% are vacant buildings, with nearly 70% of these being city owned and mostly located on the western part of the study area near the newly redeveloped Cooper Crossing. Lamberton Redevelopment Area has roughly 30% of the land cover comprised of medium- to high-density impervious surfaces.

## Service and Assets

Lamberton Street Redevelopment Area is comprised of rowhouses, duplexes, neighborhood-scale commercial buildings, schools, and churches primarily from the 19th and early 20th centuries.

The study area, associated with Trenton's greatest period of urban and industrial expansion, has a unified character featuring a cohesive scale, massing, form, and building materials with few modern infill developments. With few exceptions, most of the buildings in the Redevelopment Area are historic, including the legacy Cracker Factory building that was converted to a mixed-income housing development in 2008. The Redevelopment Area provides connectivity to Trenton's historic municipal wharf and waterfront, though its access is impeded by NJ-29.

Stakeholders flagged several assets as significant anchors of social and cultural life in this study area which include Trenton Social and Cooper Field. Cooper Field could become a regional anchor for sports and open space activities.



Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**

- Public vacant lots
- Public vacant buildings
- Public parking
- Private vacant lots
- Private vacant buildings
- Private parking



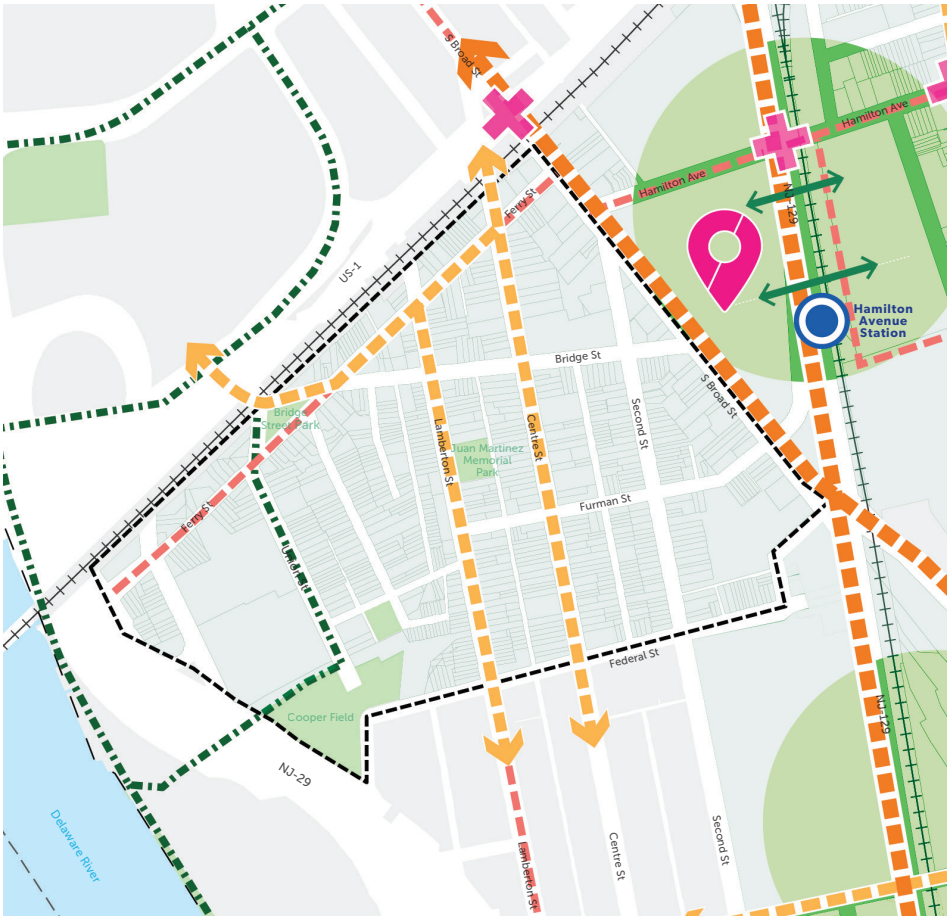


Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS**

- LEGEND**
- RDAs
  - + Priority Intersection
  - 📍 Key Placemaking Opportunity
  - Proposed Complete Streets
  - Prioritized Complete Streets where main barriers exist
  - Cycling Improvements
  - Pedestrian improvements
  - Proposed Multi-use Trail
  - Development Opportunity Area

### Environmental Conditions, Resilience and Vulnerability

A significant portion of the Lamberton Redevelopment Area faces severe risk of flooding.

Nearly 40% of the study area falls within the 2% annual chance flood hazard zone and 2% is in the 100-year floodplain. This primarily residential geography includes Parker Elementary School, and Trenton's Board of Education.

This Redevelopment Area also includes one brownfield site, owned by the city. This site has active uses, including parking for the Boys & Girls Club and a small residential parking structure.

### Transit and Mobility

The Lamberton Redevelopment Area has close access to the Hamilton Avenue Station and it is partially within the 1/2-mile radius of the Cass Street Station, nonetheless connections across NJ-29 shall be improved to make these mobility assets completely accessible to residents.

Complete Streets improvements have been recommended along major north-south and east-west connectors in the study area: Lamberton Street, Centre Street, Ferry Street, and S Broad Street. Additionally, a proposed multi-use trail connector is planned to link Cooper Field with S Broad Street as part of the larger regional Circuit Trails initiative.

The Lamberton Redevelopment Area benefits from its walkable streets and scale, access to several open spaces, small markets and restaurants, Parker Elementary School, and the Hamilton Avenue Station.

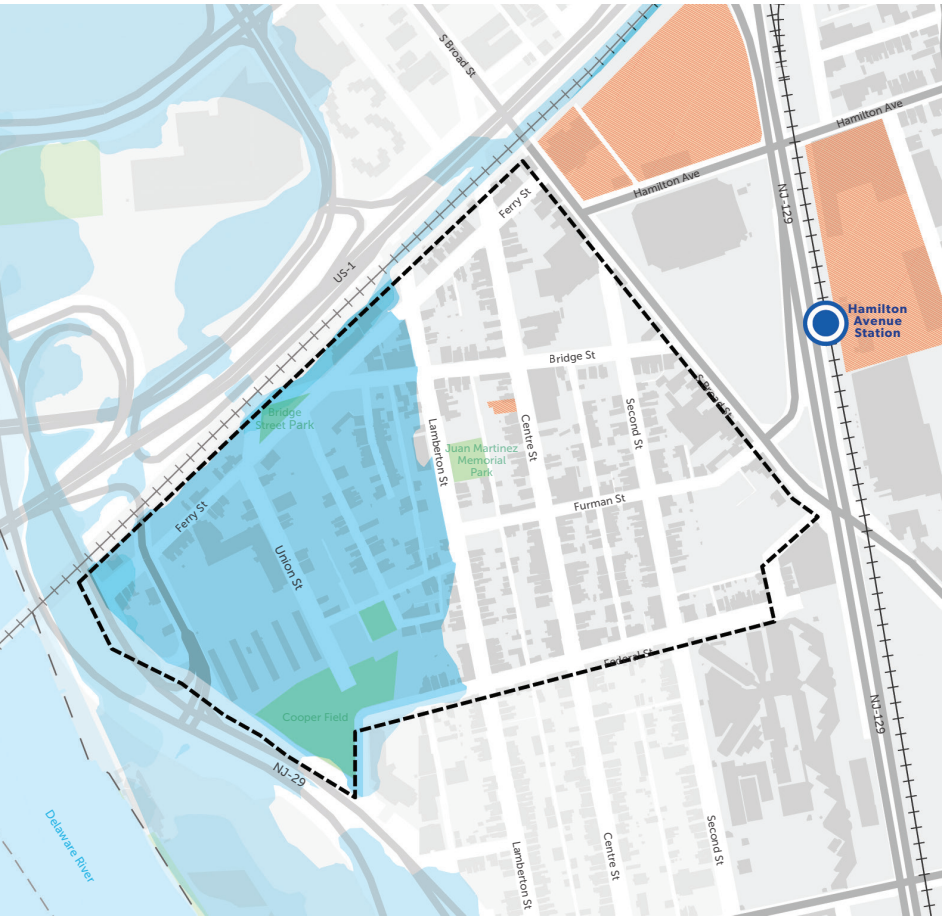


Figure 4.  
**FLOOD RISK AND BROWNFIELD SITES**

- LEGEND**
- 1% Annual Chance Flood Hazard
  - 2% Annual Chance Flood Hazard
  - Reduced Flood Hazard
  - Brownfield





# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

SUB-DISTRICTS AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Lamberton Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use, Urban Design, and Public Realm

The Lamberton Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Lamberton Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in “Part A: Intro to the Trenton Transit District”, the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Lamberton Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

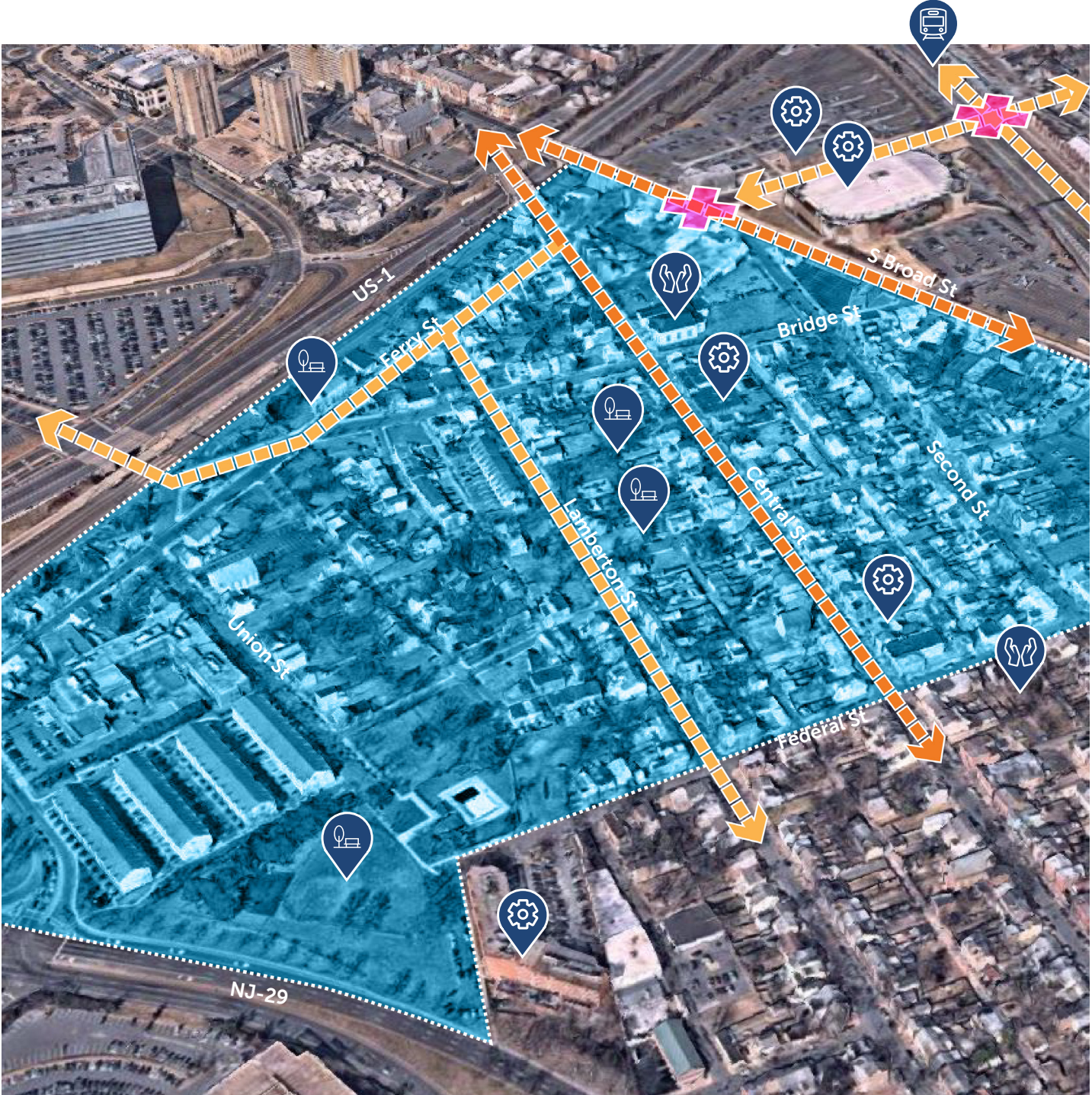
To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main throughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 5.  
OPPORTUNITIES IN  
TRENTON STATION RDA

### LEGEND

- RDA boundary
- ✚ Intersection Improvements
- Proposed Complete Streets
- Public Space Improvements
- On-street Bike Lane
- Potential infill development
- Stable residential Area
- 🎓 Educational Facility
- ⚙️ Community Resource
- 🏛️ Place of Worship





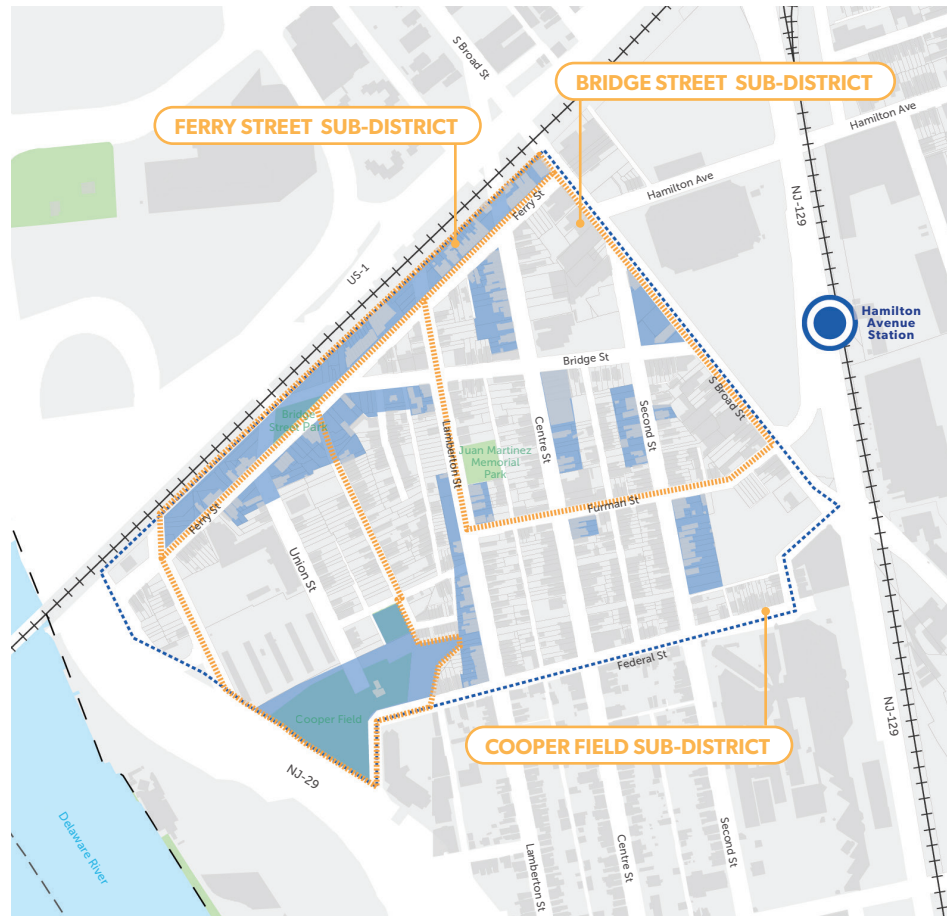


Figure 6.  
**ROEBLING COMPLEX SUB-DISTRICTS**

#### LEGEND

- RDAs
- Sub-district boundary

## SUB-DISTRICTS AND LAND USE

### SUB-DISTRICTS AND CATALYST SITES

Based on analysis of the Lamberton Redevelopment Area that considered several factors including property ownership, existing and future land uses, circulation and parking, opportunities in the area related to transit and resident and stakeholder priorities, the Redevelopment Plan proposes three sub-districts:

- ▶ **Bridge Street Sub-district:** this sub-district is bounded by S Broad Street to the east, the rail line to the north, Lamberton Street to the west, and Federal Street to the south. This Plan envisions the Bridge Street sub-district as a thriving neighborhood core, where infill development also offers ground floor services and amenities around S Broad Street that will serve the residents (local stores, bars, restaurants, corner stores). The main east-west streets, Bridge Street and Federal Street, connect to the riverwalk and function as main connectors to the Hamilton Avenue Station on NJ-129.

- ▶ **Cooper Field Sub-district:** This sub-district is bounded by Lamberton Street to the east, US-1 to the north, NJ-29 to the south, and Federal Street to the south. The vision for this sub-district includes infill development for a thriving family-oriented neighborhood as well as active neighborhood recreation in the Cooper Field area and a better access to the riverwalk for residents and downtown neighborhoods.
- ▶ **Ferry Street Sub-district:** This sub-district is bounded by the rail lines to the north, S Warren Street to the west, Ferry Street to the south, and S Broad Street to the east. This Plan envisions the Ferry Street sub-district as a key corridor for stormwater management and runoff retention through open space strategies that will also provide open space recreation to the Lamberton area.

### LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan's purpose, intent, and design principles, and the Land Development Ordinance. These land uses are compatible with existing development within the Trenton Station Redevelopment Plan and the surrounding area. The following categories are recommended uses to create a district that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

- ▶ **Recommended uses:**
  - ▶ Residential Uses.
  - ▶ Parks and Plazas.
  - ▶ Educational Facilities.
  - ▶ Institutional Uses.
- ▶ **Recommended ground floor uses:**
  - ▶ Retail or Commercial Uses.
  - ▶ Spaces for Cultural Activities and Civic Uses.
  - ▶ Indoor Sports and Gym/Fitness Uses.
  - ▶ Restaurants and Bars.
  - ▶ Performing Arts and Entertainment Spaces.
- ▶ **Additional recommended use regulations:**
  - ▶ Uses within the first-floor spaces in Lamberton Redevelopment Area, except for entryways and lobbies, should be limited to the uses listed in the previous section.
- ▶ **Accessory recommended uses:**
  - ▶ Off-Street Parking Facilities.
  - ▶ Off-Street Loading Facilities.



Walkable neighborhood street



Street furniture and green areas



Vacant lot temporary activation



Street redesign with dedicated bike lane and safe intersection crossings



## URBAN DESIGN, PLACEMAKING, PUBLIC REALM

General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development in the Lamberton Redevelopment Area should consider appropriate façade and design material selection that reinforce the residential character of the area.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Public realm should allow for at least a 3' planting strip along S Broad Street separating traffic and pedestrians and might include stormwater management elements.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Streets must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use are not permitted on Lamberton Redevelopment Area.
- ▶ All other parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance's conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.



### COMMUNITY

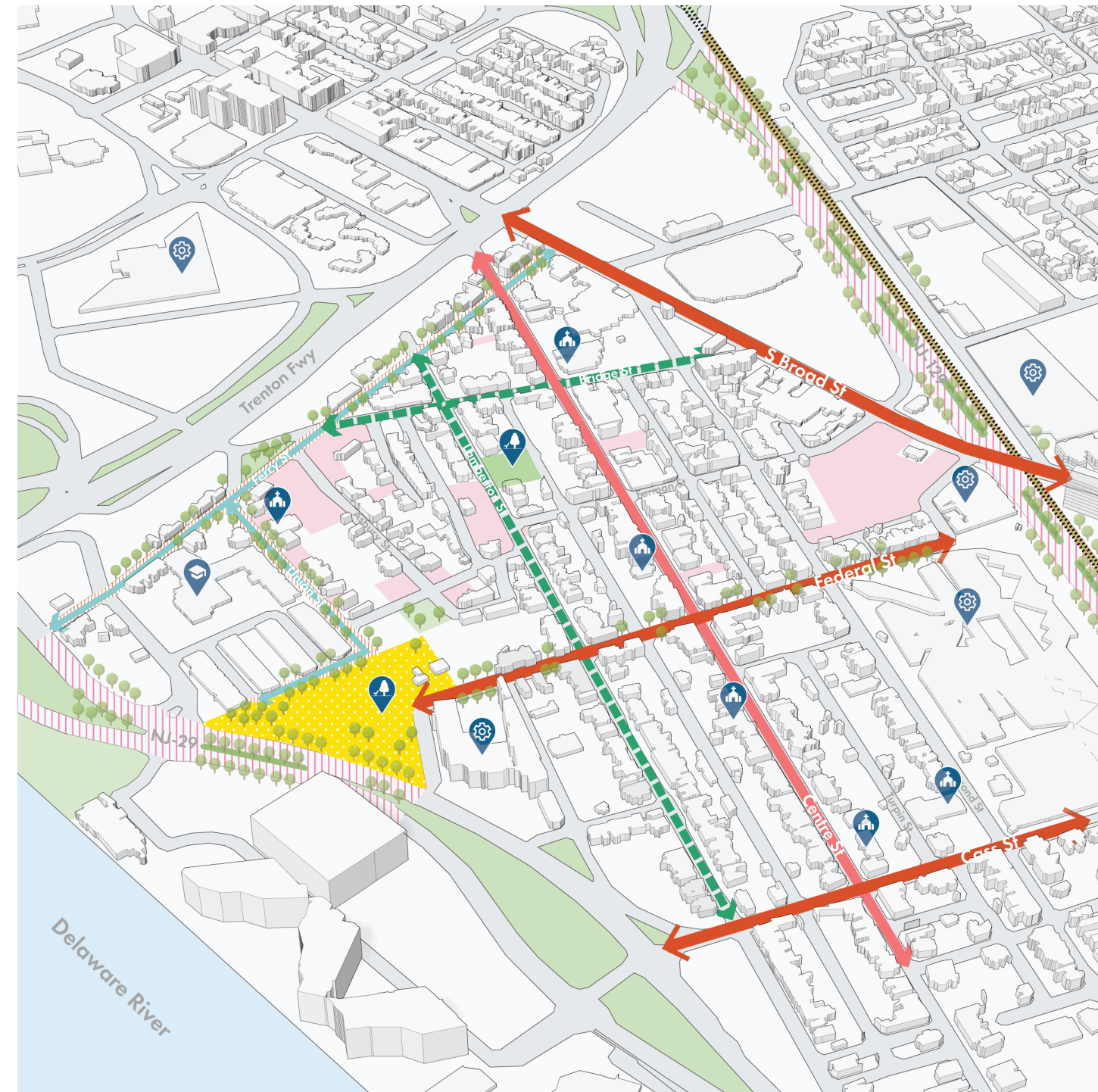
#### WHAT IMPROVEMENTS ARE NEEDED?

- #1** Activation of vacant lots
- #2** Vacant lot clean-up
- #3** Playground/activities for children

Figure 7.  
**CATALYST AREAS  
AND MULTI-MODAL  
TRANSPORTATION IN  
LAMBERTON RDA**

#### LEGEND

- ↔ Complete Street
- ↔ Priority Connection
- ↔ Cycling Priority
- ||||| Street and Green Improvements
- ||||| Road Diet
- ↔ Rail
- Park
- Open Space Improvement
- Priority Vacancies to Address
- 📍 Open Space
- 📍 Educational Facility
- 📍 Community Resource
- 📍 Place of Worship







Vacant lot repurposing + stormwater management

BRIDGE STREET SUB-DISTRICT RECOMMENDATIONS

This sub-district is bounded by S Broad Street to the east, the rail line to the north, Lamberton Street to the west, and Federal Street to the south.

Development

In the event of redeveloping the parcels in this sub-district, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends the stabilization of vacant parcels through local coordination and the infill development where feasible and appropriate, with special attention to the residential character of the area.

In addition, coordinated efforts for historic preservation in the neighborhood will help strengthen the housing market in the area.

The preservation of existing historic buildings in the Lamberton Redevelopment Area is required. Any new developments in vacant shall recognize and preserve the architectural and historical character of the area.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton’s transits assets.

This Redevelopment Plan proposes street improvements on Ferry Street, Union Street, and Steel Street. These infrastructure improvements should aim for connected sidewalks on the east and west sides of the street, with addition of trees that provide shade to pedestrians. Adequate pedestrian crossings and intersection signals will allow for safer connections not only to the riverwalk but will also improve mobility in the Redevelopment Area and surroundings.

S Broad Street and Federal Street are envisioned as a Complete Street, that will incorporate greenscape and furnishing zones and wide pedestrian sidewalks to enhance mobility between the Redevelopment Area while providing adequate and accessible, safer, direct connections to Hamilton Avenue Station and Cass Street Station.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities to stabilize some of the vacancies within the sub-district with programming and landscaping strategies.

This Plan recommends the enhancement of vacant lots through cleaning programs and beautification strategies that incorporate flexible, temporary spaces such as pop-up gardens, community gardens, or playgrounds while development is being pursued in the Redevelopment Area.

These flex, temporary spaces can be populated with green features and small gathering spaces (benches, shaded areas) that will provide passive recreation throughout the street. These vacant lot rehab strategies will proportionate a welcoming and pedestrian-friendly space for neighborhood residents and will serve as public spaces within the fabric of the neighborhood.

Character and Identity

Any new development within this sub-district shall comply with historic preservation standards and shall pay homage to the historic residential character of the neighborhood to continue promoting the strong visual identity this area has.

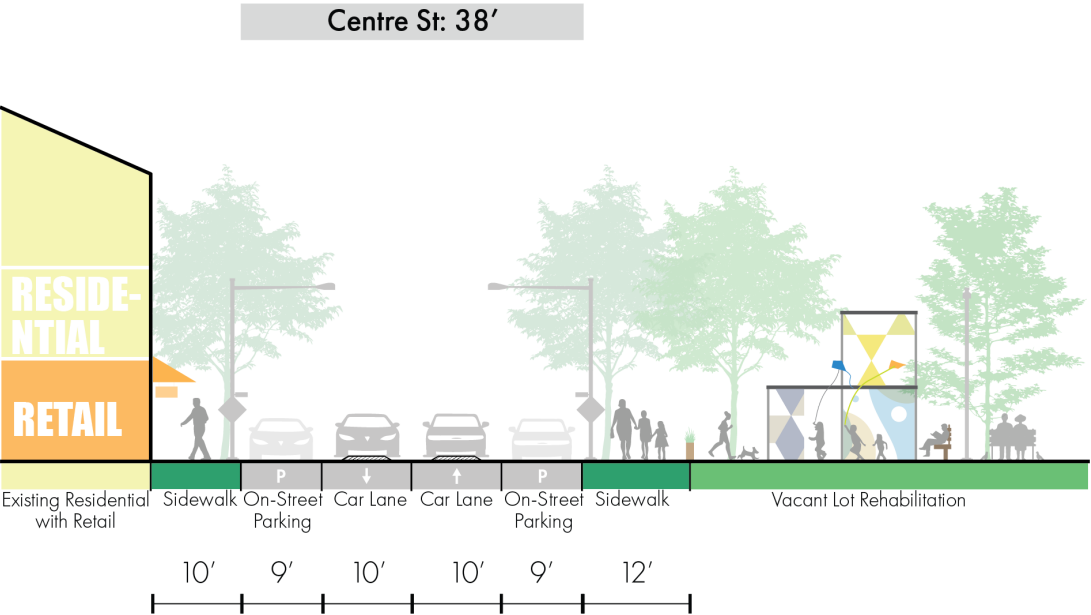
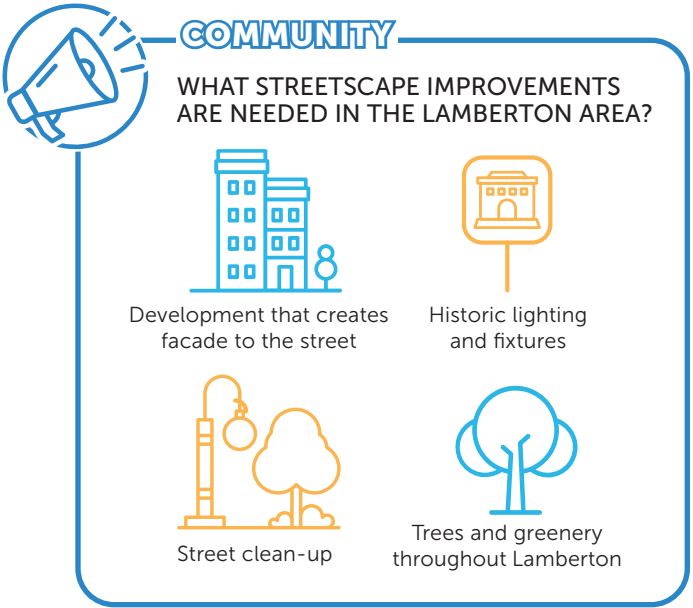


Figure 8.  
CENTRE STREET: PROPOSED CROSS-SECTION



COOPER FIELD SUB-DISTRICT RECOMMENDATIONS

This sub-district is bounded by Lamberton Street to the east, the rail line to the north, S Warren Street and NJ-29 to the west, and Federal Street to the south.

Development

In the event of redeveloping the parcels in this sub-district, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends the stabilization of vacant parcels through local coordination and the infill development where feasible and appropriate, with special attention to the residential character of the area.

In addition, coordinated efforts for historic preservation in the neighborhood will help strengthen the housing market in the area.

The preservation of existing historic buildings in the Lamberton Redevelopment Area is required. Any new developments in vacant shall recognize and preserve the architectural and historical character of the area.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton’s transits assets.

This Redevelopment Plan proposes street improvements on Ferry Street, Union Street, and Steel Street. These infrastructure improvements should aim for connected sidewalks on the east and west sides of the street, with addition of trees that provide shade to pedestrians. Adequate pedestrian crossings and intersection signals will allow for safer connections not only to the riverwalk but will also improve mobility in the Redevelopment Area and surroundings.

Federal Street is envisioned as a Complete Street, that will incorporate greenscape and furnishing zones and wide pedestrian sidewalks to enhance mobility between the Redevelopment Area while providing adequate and accessible, safer, direct connections to Hamilton Avenue Station and Cass Street Station.

Additionally, in alignment with the Route 29 Boulevard Feasibility Assessment Report, this Plan recommends the redesign of NJ-29 to allow for accessibility to Trenton’s waterfront and connection to Cooper Field. Reducing lanes, improving intersections, realigning/creating sidewalks, and enhancing the traffic and pedestrian signals between others, will allow a higher accessibility and will improve connectivity.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Cooper Field can become a major recreational anchor for south Trenton, not only for its position within the neighborhood but also for its proximity to the riverwalk, other sports complexes and the Boys and Girls Club.

The Redevelopment Area Plan recommends a study on the Cooper Field recreational area that includes rehab to the existing installations, activities and events programming, and the improvement of its connections to the riverwalk area and sport complexes.

Additionally, the enhancement of vacant lots is recommended through cleaning programs and beautification strategies that incorporate flexible, temporary spaces such as pop-up gardens, community gardens, or playgrounds while development is being pursued in the Redevelopment Area.

These flex, temporary spaces can be populated with green features and small gathering spaces (benches, shaded areas) that will provide passive recreation throughout the street. These vacant lot rehab strategies will proportionate a welcoming and pedestrian-friendly space for neighborhood residents and will serve as public spaces within the fabric of the neighborhood.

Character and Identity

Any new development within this sub-district shall comply with historic preservation standards and shall pay homage to the historic residential character of the neighborhood to continue promoting the strong visual identity this area has.

FERRY STREET SUB-DISTRICT RECOMMENDATIONS

This sub-district is bounded by the rail lines to the north, S Warren Street to the west, Ferry Street to the south, and S Broad Street to the east.

Development

In the event of redeveloping the parcels above, this Plan, in accordance with Trenton250 and the Redevelopment Plan purposes, recommends no development in the area and dedicate the parcels to stormwater and runoff strategies that will enhance and beautify the neighborhood while managing the flooding in the area.

Circulation

This Redevelopment Plan proposes street improvements on Ferry Street. These infrastructure improvements should aim for connected sidewalks on the east and west sides of the street, with addition of trees that provide shade to pedestrians. Adequate pedestrian crossings and intersection signals will allow for safer connections not only to the riverwalk but will also improve mobility in the Redevelopment Area and surroundings.

Bridge Street and Union Street, by the intersection under US-1, is recommended to be redesigned to accommodate better traffic flows.

For instance, regulating traffic flows and timing at the traffic lights and designating Bridge Street as a one-way westbound and Union Street as a one-way eastbound is recommended.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities for Ferry Street sub-district to be a key corridor for stormwater and runoff management.

Vacant parcels in the sub-district should accommodate individual property level-strategies such as infiltration swales and bio-retention areas, and increase pervious surfaces neighborhood-scale rainwater management.

To implement strategies, this Plan recommends offering local and state incentives programs and promote financial strategies to decrease the initial cost for owners of private parcels in the area.

In addition, public outreach plays an important role on opportunities for financing and fundraising, and inform the community about opportunities.

Other strategies such as curb extensions can also be accommodated throughout the Redevelopment Area to support Ferry Street sub-district efforts.



COMMUNITY

WHAT OTHER IDEAS DO YOU HAVE FOR LAMBERTON?

“Improvement on accessibility to waterfront”

“Green and play spaces”

“Existing housing improvements”

“Community events!”

“Activity by CURE Arena”

“Heat relief islands”



Flex, temporary activation of vacant lots + new development following Historic Preservation standards





## MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

### Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

### Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements proposes an increased accessibility to the overall Trenton Transit District through pedestrian walkability and bicycle access in the Lamberton Redevelopment Area.

This Plan recommends Centre Street as a Priority Connection. These streets should support multi-modal transportation to accommodate bus routes and on-street bicycle lanes where feasible, as well as connected sidewalks with greenery. Bridge Street is proposed to host a protected bicycle lane as an alternate, safe route to Hamilton Avenue Station and Cass Street Station. Supporting facilities such as bicycle storage, and

bikeshare stations shall be added. These improvements shall be consistent and should be developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the Redevelopment Agreement document. Bike lanes should be located and designed in such a way as to minimize conflicts with other modes of transportation. Adequate infrastructure, infrastructure enhancement, traffic signals, and indications should be in place to enhance the safety of pedestrians and cyclists alike.

Streetscape improvements are recommended for Ferry Street, Union Street, and Steel Street. Streetscape improvements should include, but should not be limited to, connected sidewalks and adequate crossings at intersections as well as traffic and pedestrian signals, and greenery that provides shading.

### Complete Streets

As indicated in the Trenton Complete Streets Design Handbook, Federal Street and S Broad Street are identified as a "Connector Corridor". The Connector Corridor Complete Streets are characterized for running along streets that have a lower density of commercial retail and aim to provide efficient travel across the city, regardless of how people choose to get around. The required elements for this type of Complete Street includes: 5'-8' pedestrian zone; lighting; ADA ramps on crosswalks; and pedestrian signals and warning signs. A full list of required and recommended elements can be found in the Complete Streets Design Handbook.

The development of these Complete Streets should comply with the Trenton Complete Streets Design Handbook and Citywide Updates, and addressed in the Redevelopment Agreement.



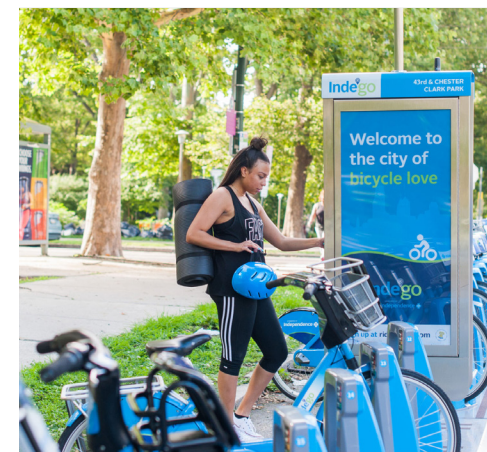
Street redesign with Vision Zero strategies



Protected bike lanes and infrastructure + Vision Zero strategies



Multi-modal transportation signals and wayfinding



Bikeshare stations



Page for clarification.

Zoning updates and bulk guidelines will refer to LDO.

# SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Lamberton Redevelopment Area is within the flood zone vulnerability area; the FEMA risk map depicts that the flood risks are somewhat frequent. Additionally, the area falls within a moderate to high (3F-5F above city average) heat island on the eastern part and mild to moderate (1-3F above city average) urban heat island on the western part. This Redevelopment Plan and its proposed streetscape improvements recommends:

- ▶ Street tree planting projects and maintenance on Ferry Street, Bridge Street, Federal Street, Centre Street, and Lamberton Street to increase the greening of the area while providing shadowed pedestrian areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- ▶ All new green/planted areas in the Redevelopment Area should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- ▶ Any new paved areas in plazas and open spaces should include increased permeable surfaces and vegetation that can absorb and retain rainwater to mitigate flooding and enhance green space.
- ▶ Ferry Street, Centre Street, and Federal Street should include a green infrastructure installations between pedestrian and vehicular infrastructure (minimum width 3'). This buffer should retain stormwater runoff and filter pollutants that wash off roadways and other impermeable areas in the public realms. These green buffers may include, or may be additional to rain gardens and permeable pavers.
- ▶ The Ferry Street sub-district should be dedicated to local stormwater management through diverse strategies including, but not limited to swales, bio-retention, and rain gardens.
- ▶ Include planting islands that infiltrate manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.



Green infrastructure strategies - rain gardens embedded in transportation infrastructure

# ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

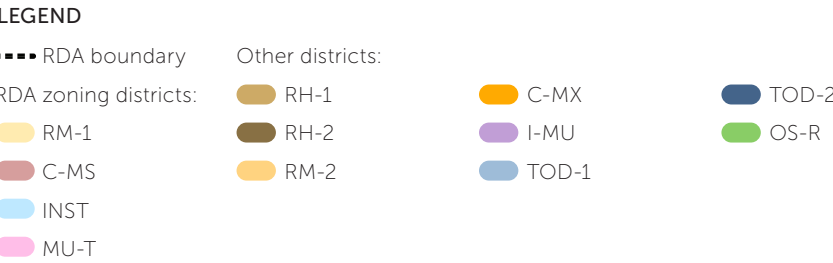
The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Lamberton Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- ▶ **High Density Residential District (RH-1):** heterogeneous mixture of housing types at high density. A mix of all housing types is permitted within the district, as well as small-scale commercial uses that serve the neighborhoods. Compatible institutional uses are also permitted.
- ▶ **Main Street Corridor Commercial District (C-MS):** accommodates a broad range of commercial and residential uses in a vertically and horizontally mixed-use environment along Trenton’s most prominent, historic, walkable, commercial corridors. Dwellings are allowed above ground floor as well as rowhouse structures.
- ▶ **Mixed-Use Transition District (MU-T):** accommodates a moderately intense mix of commercial and residential uses, supporting and serving as transitional area between neighborhood residential or commercial areas and more intensely developed commercial or mixed -use areas.
- ▶ **Institutional (INST):** accommodates a range of federal, state, county, and municipal governmental operations, as well as campus-like institutional uses such as healthcare and educational facilities. The district standards are designed to accommodate the needs of large institutions in a manner that protects the surrounding neighborhoods and business districts. Additional uses may be permitted, such as residential and professional office or business uses that might be compatible with the character of the district.



Figure 9. LAND DEVELOPMENT ORDINANCE





# 03

## IMPLEMENTATION & EARLY ACTIONS

### IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years  
Mid = 3-6 years  
Long = 6+ years  
\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Residential infill development (refer to LDO for list of uses).	Supporting streetscape elements (i.e., street furniture, tree planting, etc.) should be incorporated to promote walkability.		X			Long-term.
Stabilization of vacant lots.	Stabilization of vacancies should include clean-ups, plantings, and maintenance.	X	X			Near-term.
Preservation of historic buildings in the Lamberton area.			X			Long-term.
CIRCULATION						
Street improvements on Ferry Street, Union Street, and Steel Street.	Prioritize pedestrian experiences through streetscape improvements.	X		X		Near-term.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Conversion of Centre Street to a Priority Connection to access transit assets.	Connected pedestrian infrastructure, provision of protected bike lanes to support multi-modal transportation.	X		X		Long-term. Feasibility study should be conducted.
Provision of a protected bike lane along Bridge Street.	Refer to City of Trenton Complete Streets Design Handbook standards and Citywide Updates.	X		X		Mid-term. Feasibility study should be conducted.
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Mid- to long-term, to be implemented with development of bike lanes.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Redesign of NJ-29 to promote accessibility for pedestrians and bicycles.	Reduce lanes, add protected bike lanes, improve intersections, realign and enhance sidewalks, enhance traffic signals, etc. (refer to Route 29 Boulevard Feasibility Assessment)	X		X		Long-term. Feasibility study already conducted.
Redesign of Bridge Street and Union Street intersection under US-1.		X		X		Mid-term. Feasibility study should be conducted.
STREETS AND PUBLIC SPACES						
Conversion of S Broad Street and Federal Street to Complete Street “Connector Corridor”.	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
Enhancement of vacant lots and beautification strategies.	Conduct clean-ups and beautification strategies such as pop up or community gardens, or flex temporary spaces with green features.	X	X	X	X	Near-term, while lots are being developed.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
STREETS AND PUBLIC SPACES						
Situate Cooper Field as a major recreational anchor.	Conduct a study on assessment of installations and activities, event programming, and connections to riverwalk and other sport complexes.	X		X		Mid-term.
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Dedicate Ferry Street sub-district to stormwater and run-off strategies.	Manage flood with individual property-level strategies such as infiltration swales and bio-retention areas.	X	X			Near-term.
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.
Tree planting on Ferry Street, Bridge Street, Federal Street, Centre Street, and Lamberton Street.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Green buffers with green infrastructure along Federal Street, Centre Street, and Ferry Street pedestrian routes.		X		X		Mid-term, as enhancement/ conversion of streets are being developed.
Increased permeable surfaces on new public spaces.	Design new public spaces with permeable surfaces that allow for runoff and stormwater filtration.	X	X	X		Mid-term, as enhancement/ conversion of streets are being developed.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.
Cooper Field Study.	Conduct a study on assessment of installations and activities, event programming, and connections to riverwalk and other sport complexes.	X		X		Mid-term.

AP. A

PARCELS IN ROEBLING GATEWAY  
REDEVELOPMENT AREA



PARCELS IN LAMBERTON REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
10801	20	0.011
11102	1	0.155
11102	2	0.037
11102	3	0.027
11102	4	0.016
11102	5	0.022
11102	6	0.023
10303	24	0.018
10201	26	0.023
11006	43	0.027
11006	43	0.025
10302	16	0.022
10402	13	0.018
11005	1	0.019
11003	15	0.053
10302	18	0.023
10304	10	0.025
10301	11	0.017
11003	57	0.025
11006	22	0.015
11102	16	0.026
11006	38	0.018
10308	26	0.030
11006	30	0.015
10308	12	0.039
10307	14	0.051
11003	22	0.033
11101	25	0.055
10401	23	0.068

BLOCK	LOT	SIZE (ACRES)
10801	8	0.025
10401	17	0.033
11002	26	0.014
10201	9	0.074
11003	58	0.025
10402	6	0.072
11002	3	0.021
11003	46	0.027
10308	7	0.025
10304	22	0.042
10203	22	0.031
10301	30	0.040
10307	28	0.016
10308	24	0.099
10402	8	0.051
10401	3	0.025
11003	21	0.026
10302	23	0.028
10203	14	0.033
10305	12	0.075
11003	77	0.022
11006	31	0.011
11006	4	0.033
10307	29	0.016
11006	21	0.015
11003	81	0.023
11006	37	0.038
10802	12	0.018
11003	82	0.039

BLOCK	LOT	SIZE (ACRES)
11005	8	0.036
11003	55	0.031
10401	28	0.030
11003	27	0.028
10801	6	0.025
10801	7	0.025
10405	5	0.110
10401	35	0.046
10203	28	0.075
10308	11	0.041
11101	19	0.043
11006	20	0.015
10307	20	0.022
10306	23	0.014
10303	23	0.018
11002	5	0.022
11006	27	0.015
11005	5	0.015
11005	6	0.015
11101	16	0.044
10802	6	0.012
10802	7	0.025
11003	48	0.031
11002	4	0.023
10307	8	0.075
10302	13	0.023
10302	11	0.025
11002	44	0.084
11003	56	0.036

BLOCK	LOT	SIZE (ACRES)
11006	5	0.031
11003	80	0.030
10404	12	0.058
10401	38	0.032
10203	13	0.021
10302	48	0.029
10302	6	0.027
10301	31	0.055
11002	23	0.114
11002	9	0.014
11006	23	0.015
11006	51	0.031
10307	25	0.015
10302	38	0.033
10303	8	0.086
10303	8	0.052
11101	20	0.038
11006	1	0.037
10304	15	0.066
10301	40	0.049
10301	3	0.030
10301	2	0.031
11003	18	0.028
11004	26	0.035
10402	5	0.072
10402	5	0.036
10307	7	0.060
10308	18	0.075
10306	7	0.056

BLOCK	LOT	SIZE (ACRES)
11002	41	0.032
10302	27	0.022
11003	51	0.020
11003	71	0.023
11003	9	0.029
10402	11	0.058
10307	5	0.022
11006	6	0.026
11003	29	0.029
10201	24	0.268
11004	53	0.057
10304	23	0.040
10203	34	0.040
10203	4	0.037
10203	24	0.038
11006	48	0.029
11006	47	0.012
11102	17	0.029
11006	47	0.029
11006	44	0.026
10305	2	0.059
11003	28	0.029
11004	49	0.029
10302	22	0.029
10302	17	0.025
10203	33	0.041
10301	21	0.026
10301	29	0.039
10303	15	0.023

BLOCK	LOT	SIZE (ACRES)
11006	2	0.041
10306	24	0.024
10307	27	0.016
10306	12	0.038
10201	23	0.102
10302	29	0.043
10304	12	0.064
10305	15	0.046
10304	19	0.049
10304	18	0.044
10301	36	0.032
10301	16	0.018
10301	15	0.018
10301	14	0.018
10304	21	0.045
10304	20	0.045
10302	47	0.034
10302	42	0.027
10302	15	0.022
10304	36	0.030
10304	14	0.061
10304	13	0.059
10304	11	0.049
10304	8	0.043
10203	25	0.037
10302	5	0.022
10302	2	0.027
10305	11	0.073
10301	41	0.034

BLOCK	LOT	SIZE (ACRES)
10301	33	0.051
10301	20	0.025
10301	12	0.017
10301	28	0.040
10301	26	0.041
10304	39	0.015
10301	5	0.050
10203	21	0.034
10203	20	0.115
10201	13	0.046
10201	12	0.049
10201	10	0.082
10203	27	0.048
10302	1	0.035
10302	30	0.043
10302	9	0.021
10305	1	0.050
10305	26	0.075
10306	25	0.059
10308	1	0.138
10402	16	0.061
10801	14	0.017
10802	9	0.044
11003	40	0.036
11003	59	0.038
11102	24	0.031
11102	11	0.033
11102	10	0.038
11101	10	0.042

BLOCK	LOT	SIZE (ACRES)
10404	8	0.030
10308	15	0.038
10308	2	0.024
11006	35	0.034
10404	1	0.028
10401	24	0.055
11102	25	0.037
10401	8	0.027
11102	8	0.036
10307	26	0.016
10305	6	0.050
11003	79	0.030
11102	19	0.032
10306	19	0.052
11003	17	0.027
10306	21	0.037
10306	20	0.057
11101	24	0.050
10305	8	0.061
10306	6	0.056
11004	56	0.028
11002	43	0.040
11002	18	0.018
10306	14	0.075
10306	13	0.075
10404	14	0.018
10404	15	0.016
10404	11	0.051
10308	35	0.020



PARCELS IN LAMBERTON REDEVELOPMENT AREA (CONTINUED)

BLOCK	LOT	SIZE (ACRES)
11101	8	0.039
11004	24	0.062
11003	53	0.029
10308	31	0.028
11004	13	0.056
10307	15	0.050
10401	32	0.036
10306	17	0.048
10306	16	0.048
10401	39	0.031
10306	1	0.063
10308	8	0.025
10801	9	0.025
10901	2	0.026
11003	76	0.021
11101	7	0.037
11002	36	0.036
11002	37	0.032
10307	16	0.051
11002	38	0.032
11002	39	0.035
11002	40	0.036
11002	42	0.032
10302	25	0.022
10401	4	0.021
10302	32	0.045
10302	31	0.041
10302	4	0.026
10303	6	0.095

BLOCK	LOT	SIZE (ACRES)
10305	3	0.055
10402	12	2.321
11006	36	0.036
11006	25	0.015
11006	26	0.015
10401	42	0.027
10401	41	0.028
11005	15	0.023
10901	3	0.008
10201	15	0.033
10201	20	0.212
10201	22	0.143
10202	1	0.031
10203	1	0.072
10203	17	0.004
10302	19	0.023
10203	32	0.171
10203	15	0.029
10303	9	0.121
10302	50	0.032
10203	11	0.082
10203	9	0.032
10203	9	0.033
10203	6	0.049
10301	17	0.018
10305	10	0.075
10302	46	0.025
10302	41	0.050
10302	40	0.040

BLOCK	LOT	SIZE (ACRES)
10304	24	0.056
10304	28	0.043
10304	27	0.019
10304	26	0.019
10301	45	0.033
10304	31	0.021
10304	30	0.021
10301	18	0.086
10304	25	0.031
10304	5	0.052
10304	2	0.024
10304	33	0.022
10304	32	0.025
10304	9	0.025
10203	26	0.037
10302	36	0.033
10304	34	0.028
10302	37	0.033
10301	10	0.021
10301	7	0.019
10305	13	0.079
10301	13	0.017
10301	27	0.041
10304	37	0.019
10302	43	0.027
10302	14	0.027
10301	4	0.030
10203	29	0.065
10203	19	0.055

BLOCK	LOT	SIZE (ACRES)
10303	17	0.042
10203	31	0.216
10203	7	0.118
10301	22	0.086
10301	32	0.049
10301	35	0.051
10302	10	0.086
10303	21	0.022
10303	22	0.078
10304	16	0.087
10304	3	0.179
10304	6	0.052
10305	14	0.064
10305	20	0.047
10305	22	0.056
10306	15	0.075
10306	9	0.236
10306	9	0.075
10307	1	0.034
10307	10	0.119
10307	11	0.096
10307	18	0.042
10307	3	0.040
10307	3	0.075
10307	6	0.044
10308	10	0.075
10308	25	0.045
10308	27	0.041
10308	30	0.030

BLOCK	LOT	SIZE (ACRES)
10308	36	0.020
10308	37	0.021
10308	38	0.007
10308	9	0.037
10401	49	0.057
10401	51	0.229
10401	55	0.097
10402	18	0.042
10402	19	0.044
10402	2	0.109
10402	20	0.031
10402	21	0.031
10402	22	0.030
10402	23	0.031
10402	24	0.031
10402	25	0.054
10402	26	0.051
10402	27	0.034
10402	28	0.207
10801	10	0.025
10801	11	0.025
10801	12	0.025
10801	13	0.025
10801	15	0.031
10801	16	0.057
10801	18	0.021
10801	19	0.038
10801	22	0.043
10801	23	0.099

BLOCK	LOT	SIZE (ACRES)
10802	11	0.024
10802	13	0.005
10901	1	0.037
10901	10	0.019
10901	11	0.063
10901	12	0.030
10901	13	0.241
10901	18	0.063
11002	1	0.015
11002	1	0.020
11002	11	0.014
11002	12	0.014
11002	13	0.014
11002	14	0.014
11002	19	0.027
11002	20	0.025
11002	24	0.016
11002	27	0.014
11002	29	0.011
11002	45	0.173
11002	6	0.014
11002	8	0.014
11003	1	0.051
11003	12	0.187
11003	2	0.043
11003	23	0.051
11003	3	0.019
11003	30	0.031

BLOCK	LOT	SIZE (ACRES)
11003	31	0.102
11003	32	0.033
11003	33	0.025
11003	34	0.037
11003	35	0.063
11003	36	0.071
11003	37	0.109
11003	38	0.057
11003	41	0.052
11003	42	0.027
11003	44	0.124
11003	54	0.055
11003	74	0.127
11003	78	0.074
11003	78	0.032
11004	10	0.063
11004	11	0.033
11004	12	0.039
11004	15	0.053
11004	15	0.069
11004	15	0.039
11004	16	0.038
11004	17	0.032
11004	2	0.057
11004	38	0.070
11004	39	0.049
11004	4	0.056
11004	30	0.034
11004	31	0.040

BLOCK	LOT	SIZE (ACRES)
11004	32	0.048
11004	33	0.055
11004	34	0.034
11004	35	0.057
11004	40	0.182
11004	41	0.037
11004	42	0.055
11004	43	0.038
11004	48	0.057
11004	8	0.032
11005	10	0.046
11005	9	0.085
11006	15	0.061
11006	18	0.013
11006	55	0.004
11102	13	0.030
11101	17	0.015
11101	18	0.017
11101	23	0.047
11101	5	0.063
11102	20	0.042
11006	33	0.031
11004	7	0.032
11101	12	0.039
11004	27	0.036
11004	47	0.048
10401	31	0.043
11006	50	0.033
11006	49	0.031



PARCELS IN LAMBERTON REDEVELOPMENT AREA (CONTINUED)

BLOCK	LOT	SIZE (ACRES)
11004	28	0.027
10404	7	0.030
10404	6	0.039
11003	20	0.025
10308	21	0.031
10308	16	0.075
10308	14	0.075
11006	24	0.015
11004	6	0.032
10305	17	0.075
10305	16	0.046
11002	16	0.019
10402	15	0.084
10404	2	0.026
11004	57	0.028
11004	58	0.029
11004	58	0.043
10402	3	0.072
10401	7	0.025
11003	88	0.027
11003	84	0.025
11003	86	0.025
11006	42	0.029
11004	44	0.046
10802	10	0.026
11002	33	0.032
11002	34	0.032
11006	45	0.013
10405	6	0.070

BLOCK	LOT	SIZE (ACRES)
11003	70	0.025
11003	72	0.026
11006	28	0.015
11003	67	0.021
11003	68	0.023
11003	69	0.024
10308	19	0.075
10308	17	0.075
10305	7	0.060
10306	4	0.056
10402	17	0.035
11006	19	0.014
11003	8	0.034
11003	83	0.025
11002	17	0.014
10306	11	0.038
10404	10	0.034
11004	25	0.058
10401	33	0.061
11003	13	0.133
11101	9	0.041
10401	10	0.030
10401	9	0.027
11003	52	0.020
10305	24	0.075
10402	7	0.061
11006	45	0.028
11002	28	0.011
10405	4	0.038

BLOCK	LOT	SIZE (ACRES)
10405	2	0.021
11002	32	0.040
11002	35	0.036
11101	14	0.060
11003	45	0.034
11003	24	0.033
11003	4	0.145
10308	23	0.042
11004	54	0.070
11004	50	0.029
10401	36	0.032
10401	34	0.028
11003	75	0.019
10401	40	0.031
10307	4	0.022
10306	18	0.051
10308	4	0.024
10401	20	0.031
11003	26	0.027
11003	25	0.028
10308	6	0.025
10308	5	0.024
11101	6	0.039
10305	19	0.046
10305	18	0.045
11002	25	0.014
11003	65	0.036
10401	14	0.014
10307	23	0.025

BLOCK	LOT	SIZE (ACRES)
10307	22	0.022
10401	56	0.118
10401	5	0.042
11006	46	0.013
11006	46	0.029
10302	24	0.043
10301	8	0.088
10304	4	0.065
10301	1	0.034
10302	49	0.029
10302	45	0.027
10304	17	0.049
10301	19	0.027
10203	2	0.032
10203	30	0.064
10201	11	0.055
10301	6	0.020
10301	25	0.044
10302	44	0.053
10201	8	0.104
10303	1	0.106
10401	1	0.076
10401	2	0.093
10401	21	0.159
10401	22	0.164
10401	43	0.108
10401	43	0.047
11002	27	0.014
11004	55	0.029

BLOCK	LOT	SIZE (ACRES)
11003	64	0.027
10306	2	0.048
10401	54	0.071
11004	23	0.066
11004	18	0.032
10901	9	0.050
10901	8	0.099
10404	5	0.039
10401	57	0.034
10401	25	0.041
10401	6	0.051
10305	4	0.062
11006	40	0.025
11102	18	0.029
11006	39	0.022
10305	9	0.069
10306	10	0.063
11003	73	0.077
11004	14	0.063
10308	32	0.025
10405	3	0.043
11005	4	0.015
11101	11	0.044
11003	49	0.019
10401	27	0.036
10404	13	0.015
10901	4	0.040
10307	21	0.026
10307	19	0.022

BLOCK	LOT	SIZE (ACRES)
10302	3	0.025
10802	3	0.031
10302	7	0.042
10802	4	0.028
11003	63	0.024
11004	29	0.057
11004	37	0.046
11102	9	0.040
11003	5	0.027
10306	5	0.056
10302	26	0.023
10301	44	0.033
10302	34	0.028
10302	34	0.028
10301	34	0.042
10203	35	0.065
11006	32	0.019
11006	34	0.033
10402	14	0.019
10404	4	0.045
11003	85	0.032
11006	41	0.025
10402	10	0.072
11005	13	0.019
10308	34	0.020
10201	1	1.030
10201	16	0.033
10201	17	0.032
10201	18	0.033

BLOCK	LOT	SIZE (ACRES)
10201	19	0.224
10201	25	0.030
10201	27	0.192
10201	28	0.439
10201	29	0.010
10201	29	0.202
10201	3	0.184
10201	4	0.110
10201	5	0.098
10201	7	0.196
10202	2	0.089
10202	3	0.039
10202	4	0.165
10202	5	0.142
10202	8	0.074
10203	12	0.050
10203	18	0.050
10302	21	0.059
10302	28	0.020
10304	29	0.037
10301	37	0.032
10304	35	0.043
10203	10	0.082
10203	5	0.051
10203	3	0.038
10302	8	0.023
10302	39	0.040
10301	43	0.034
10303	18	0.030

BLOCK	LOT	SIZE (ACRES)
10304	1	0.020
10302	33	0.043
10301	39	0.053
10301	38	0.035
10304	38	0.019
10301	42	0.033
10302	12	0.025
10303	18	0.041
10301	23	0.018
10301	24	0.018
10301	46	0.002
10301	9	0.086
10302	20	0.087
10303	10	0.043
10303	11	0.346
10303	12	0.058
10303	13	0.058
10303	14	0.046
10303	16	0.057
10303	20	0.022
10304	7	0.087
10305	21	0.047
10305	23	0.075
10306	22	0.015
10306	3	0.075
10307	17	0.032
10307	24	0.026
10307	9	0.438
10308	13	0.045



PARCELS IN LAMBERTON REDEVELOPMENT AREA (CONTINUED)

BLOCK	LOT	SIZE (ACRES)
10308	28	0.019
10308	29	0.019
10308	33	0.020
10401	11	0.035
10401	12	0.020
10401	47	0.125
10401	48	0.056
10401	52	0.046
10401	53	0.189
11003	39	0.006
10405	1	0.021
11002	31	0.013
10801	21	0.017
10801	3	0.053
10801	3	0.171
10802	2	0.063
10802	2	0.068
10802	5	0.076
10802	8	0.097
10901	11	0.041
10901	14	0.061
10901	15	0.108
10901	17	0.094
10901	6	0.046
10901	7	0.113
11001	1	0.144
11002	10	0.014
11002	15	0.013
11002	21	0.047

BLOCK	LOT	SIZE (ACRES)
11002	22	0.015
11002	46	0.050
11002	7	0.014
11003	10	0.061
11003	43	0.046
11003	50	0.019
11003	61	0.092
11003	62	0.025
11003	7	0.054
11004	1	0.065
11004	15	0.038
11004	19	0.063
11004	20	0.185
11004	21	0.049
11004	22	0.058
11004	3	0.057
11004	52	0.057
11004	45	0.045
11004	46	0.045
11004	5	0.030
11004	5	0.030
11004	5	0.057
11004	51	0.057
11004	60	0.044
11004	61	0.046
11004	62	0.032
11004	9	0.032
11005	2	0.014
11005	3	0.014

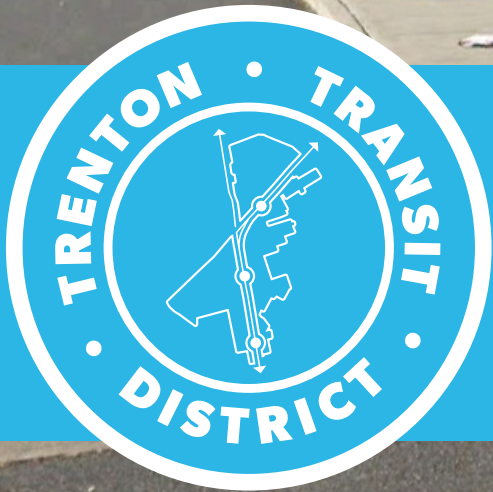
BLOCK	LOT	SIZE (ACRES)
11006	11	0.944
11006	12	0.549
11006	13	0.142
11006	14	0.063
11006	16	0.188
11006	17	0.024
11006	17	0.258
11006	43	0.011
11006	43	0.017
11006	43	0.009
11006	43	0.020
11006	7	0.030
11006	8	0.003
11102	14	0.033
11006	9	0.007
11101	1	1.360
11101	15	0.041
11101	2	0.285
11101	21	0.033
11101	22	0.038
11101	4	2.422
11102	15	0.019
11102	21	0.062
11102	22	0.031
11102	23	0.031
11102	7	0.033
11102	12	0.026
11101	13	0.026
11006	3	0.031

BLOCK	LOT	SIZE (ACRES)
10401	26	0.048
10306	26	0.038
11003	19	0.025
10308	22	0.057
10404	3	0.025
11003	6	0.025
11003	87	0.030
10308	20	0.031
11006	29	0.014
11005	7	0.015
10404	9	0.034
10401	50	0.055
10305	25	0.075
10402	9	0.051
11002	2	0.020
11002	30	0.032
10401	37	0.032
10401	30	0.162
11003	47	0.050
10401	29	0.022
10401	19	0.031
10308	3	0.024
11005	14	0.026
11005	12	0.064
11005	12	0.005
10307	12	0.081
10401	18	0.027
10401	15	0.010
10401	15	0.010

BLOCK	LOT	SIZE (ACRES)
11003	66	0.037
10901	5	0.052
10307	13	0.053
10801	1	0.022
10801	25	0.051
10801	26	0.030
11003	14	0.063
11003	16	0.043
10201	14	0.056
10203	23	0.054
10303	4	0.051
11101	3	3.035
10303	2	0.066
10303	3	0.263
10305	5	0.028
11006	10	0.002
11302	1	0.495
9903	8	0.031
9902	2	0.102
9903	5	0.031
9903	7	0.031
9903	6	0.031
9903	14	0.041
9903	13	0.066
9903	9	0.031
9902	3	0.111
9903	10	0.031
9903	15	0.057
9903	4	0.031

BLOCK	LOT	SIZE (ACRES)
9903	12	0.088
9903	2	0.031
9902	1	0.115
9903	11	0.031
9903	16	0.014
9903	3	0.031
9903	1	0.050
9903	20	0.063



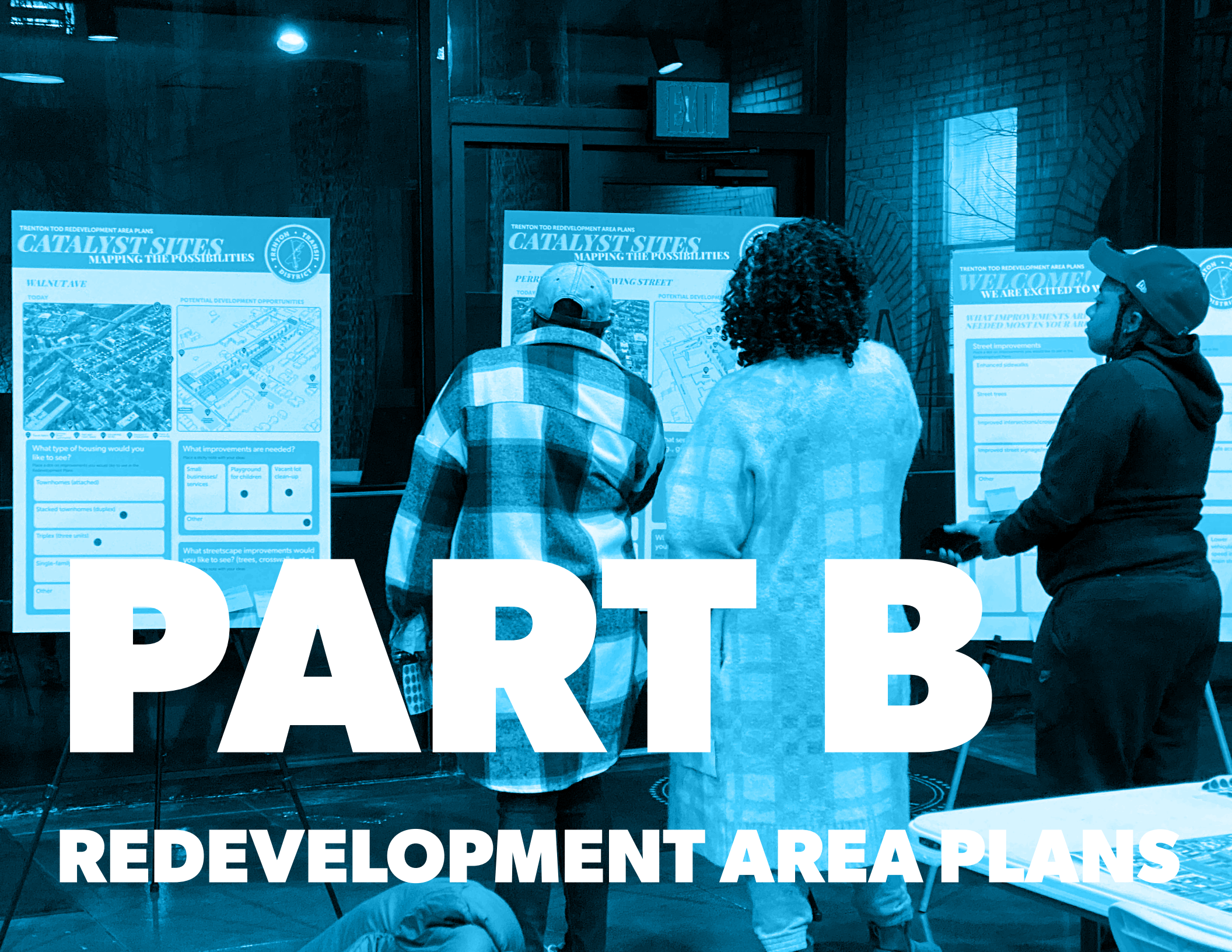


# CASS STREET REDEVELOPMENT AREA PLAN

PREPARED BY WRT FOR THE CITY OF TRENTON:  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS

REVISED - AUGUST 2023





# PART B

## REDEVELOPMENT AREA PLANS

## ACKNOWLEDGMENTS

### City Council

- Joseph Harrison
- Jasi Mikae Edwards
- Crystal Feliciano
- Jenna Figueroa Kettenburg
- Teska Frisby
- Yazminelly Gonzalez
- Jennifer Williams

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- Class 2) Anthony Santora
- Class 3) Joseph Harrison
- Class 4) Randy Baum – Vice-Chair
  - Jeff Halpern
  - Patricia Ni’ma Mohammed
  - Charles Romanow - Chair
  - Jonathan “Lank” Conner
  - Caty Dominguez
- Alternate 1) Wanda Swiggett

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- Jeffrey Wilkerson

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- WRT, LLC
- Brownfield Redevelopment Solutions (BRS)
- Kittelson & Associates
- Urbane Development
- Wilentz, Goldman, and Spitzer



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#### GUIDE TO THIS DOCUMENT

##### If you are a community member

For community members that want to learn about this Plan and development around Trenton Transit District, “Part A. Intro to the Trenton Transit District” chapters are essential to understand how and why the Redevelopment Area Plans are developed, and what the Plans are trying to achieve for Trenton Transit District.

“Cass Street Redevelopment Plan” is a standalone Plan that describes in more detail how the area would look and feel, from public realm and infrastructure improvements to different scenarios of development and the size and shape of the buildings and recommended land uses.

##### If you are a property owner or a developer

Trenton Transit District property owners who are interested in developing should become familiar with the overall framework of the Plan, as described in Chapter 2 of this document. Development applications and project designs will need to be consistent with the City of Trenton Land Development Ordinance and this Plan’s direction for dedicating and improving streets and public spaces; attracting catalyst site uses and designing for successful ground floor experience; and establishing height and massing envelopes for future buildings (Chapter 2).

“Part C: Implementation” is a summary of implementation measures, including the approval process, additional considerations, and economic incentives.

##### If you work for the City

The City will use this Plan to evaluate applications and guide public improvements to ensure the new development is consistent with the overall recommended development, policies, and the City of Trenton Land Development Ordinance. Future public infrastructure, mobility, and public realm investments should be consistent with the Cass Street Redevelopment Plan. The City should regularly monitor progress being made on public projects in the planning area. The City, as the owner of some of the properties depicted on the catalyst sites, will also play a critical role in enabling project development. All parts of the Plan are important for City Staff to understand, with an emphasis on the implementation measures described in Chapter 3 of this Plan and “Part C: Implementation.”

##### WHAT IS A REDEVELOPMENT AREA PLAN?

A Redevelopment Area Plan (RDA) is a Plan that guides the “rebuilding or restoration of an area in measurable state of decline, disinvestment, or abandonment.”

As a whole, the City of Trenton has over 40 Redevelopment Area Plans (RDAs) of which seven existing redevelopment areas are located within the Trenton Transit District and are in need of an update. This planning process includes an update of each of those seven Redevelopment Area Plans and includes the identification of catalyst sites and early action projects.





# 01

## INTRODUCTION & EXISTING CONDITIONS

### IN THIS CHAPTER

UNDERUTILIZED LAND

SERVICES AND ASSETS

ENVIRONMENTAL CONDITIONS, RESILIENCE, & VULNERABILITY

TRANSIT & MOBILITY



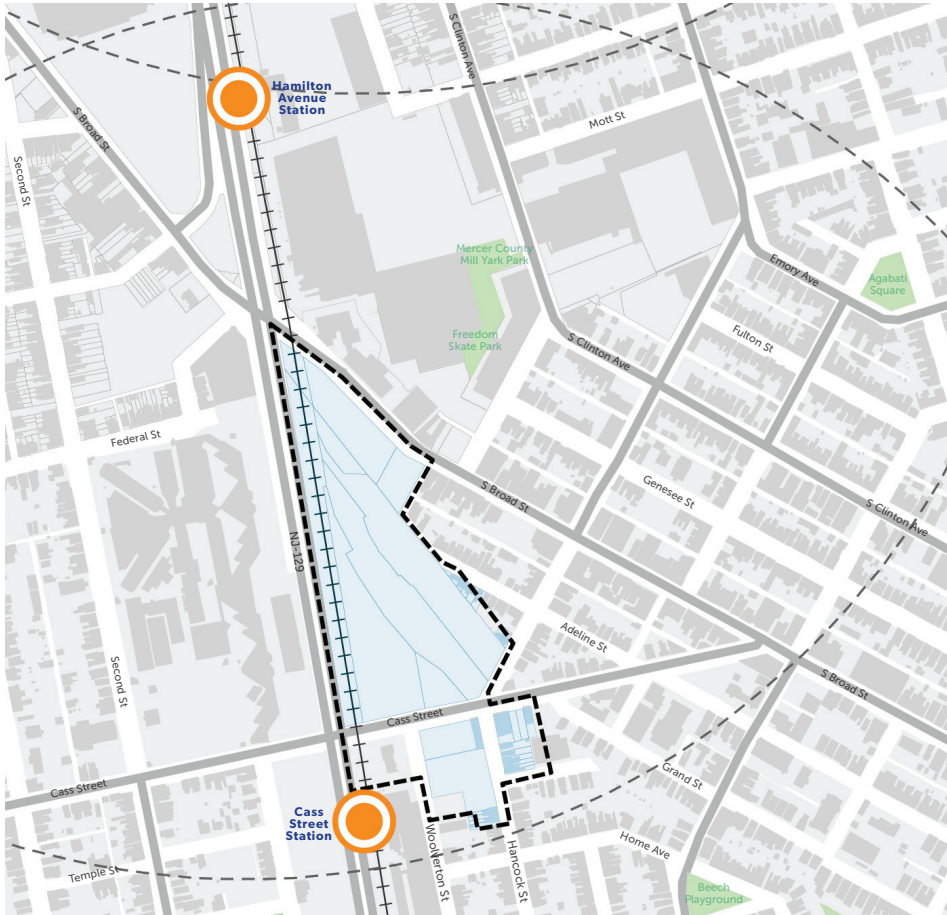


Figure 1.  
**REDEVELOPMENT  
AREA BOUNDARIES**

**LEGEND**

- RDAs
- 1/2 mile radius from transit

## INTRODUCTION

The Cass Street Redevelopment Area is generally bounded by NJ-129 to the west, the rear property line of the parcels south of Cass Street, the east property line of Block 19601 Lot 1 and Block 17001 Lot 1, and S Broad Street to the east.

The southernmost Redevelopment Area in the Trenton Transit District is bisected by the railroad that connects Hamilton Avenue Station and Cass Street Station. This Redevelopment Area does not include Cass Street Station within its boundaries; however, it is right outside the geography.

Cass Street Redevelopment Area is mainly formed by parking lots and some services, and a small cluster of housing on the southeast end.

The current Redevelopment Plan prioritizes the creation of a full-service YMCA and integrating New Jersey’s Transit Village design principles, although there has been no progress on implementation and the Plan is inconsistent with Trenton250.

Cass Street Redevelopment Area was identified as a priority for update in a previous review of the Redevelopment Area Plans as part of the Land Development Ordinance update.

### Underutilized Land

This Redevelopment Area is predominantly comprised of underutilized land as 84% of the parcels are surface parking lots.

The development potential of Cass Street Redevelopment Area’s large lots is not clear as they are privately owned and managed by Mercer County Improvement Authority (MCIA), but there is potential to create mixed-use development due to the total acreage, surface parking use, and the proximity to transit stations and Roebling Complex. Nearly 75% of Cass Street total land cover is classified as high-density impervious surface.

### Service and Assets

The Cass Street Redevelopment Area, primarily comprised of parking and vacant lots and buildings and dotted with few residential areas, is bordered on the west by the New Jersey State Prison on the other side of NJ-129 and by the Foundation Academies on the east. The Foundation Academies is a charter school focused on preparing students for secondary education opportunities, a potential anchor for future development in this study area.

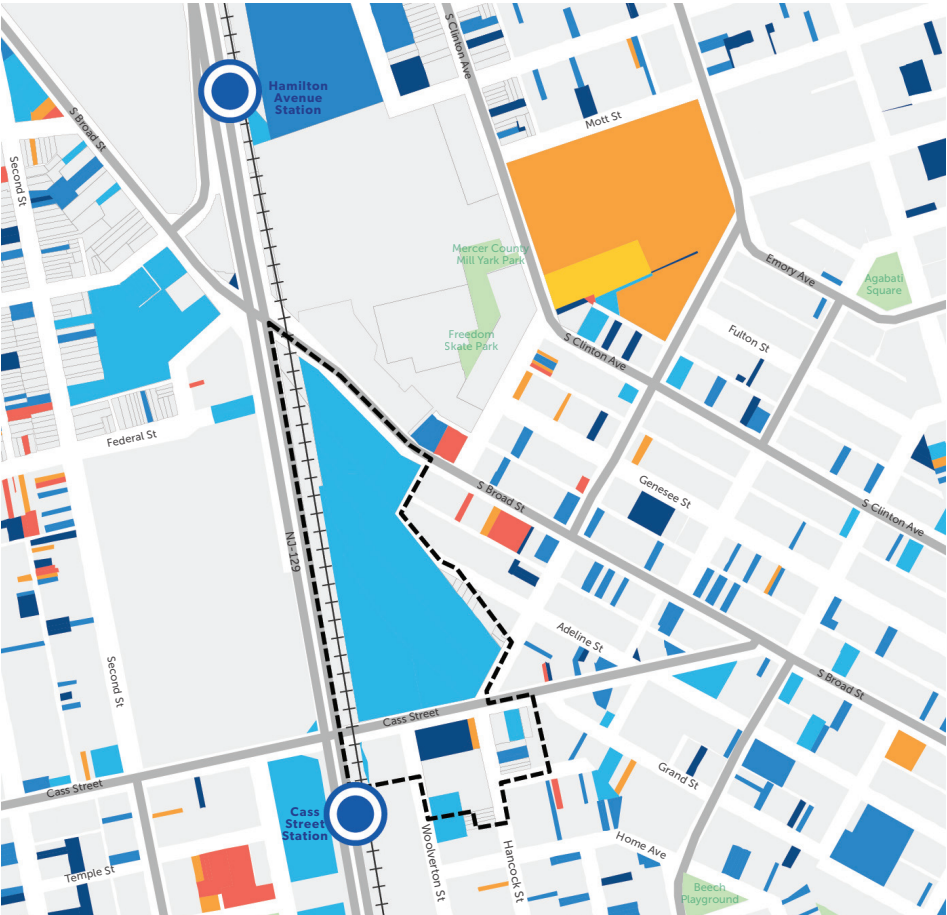


Figure 2.  
**PRIVATE AND  
PUBLIC VACANCY**

**LEGEND**

- Public vacant lots
- Public vacant buildings
- Public parking
- Private vacant lots
- Private vacant buildings
- Private parking



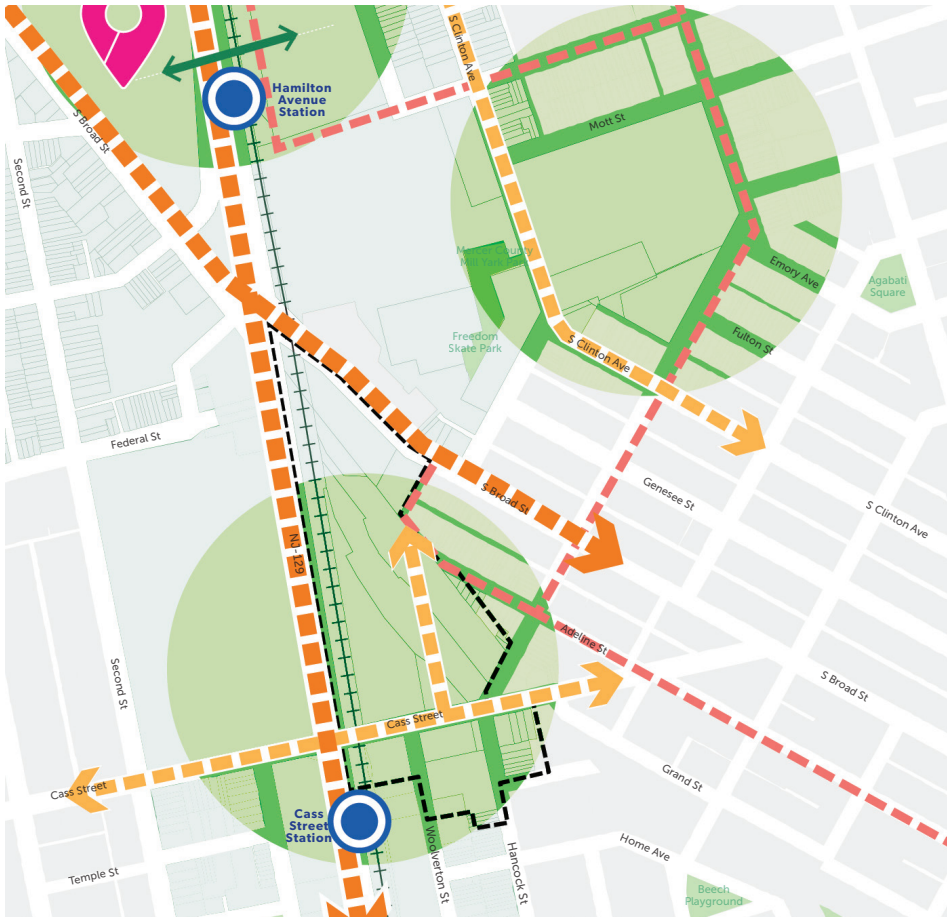


Figure 3.  
**PLANNED MOBILITY IMPROVEMENTS**

**LEGEND**

- RDAs
- + Priority Intersection
- 📍 Key Placemaking Opportunity
- Proposed Complete Streets
- Prioritized Complete Streets where main barriers exist
- Cycling Improvements
- Pedestrian improvements
- Proposed Multi-use Trail
- Development Opportunity Area

**Environmental Conditions, Resilience and Vulnerability**

There are no constraints observed in the Cass Street Redevelopment Area, although the abundance of impervious surfaces, minimal tree cover, and stormwater runoff is an issue of environmental concern.

**Transit and Mobility**

Currently, the majority of the land in the Cass Street Redevelopment Area is privately owned parking located across from the New Jersey State Prison on the west and along S Broad Street on the east, and it is adjacent to several restaurants, Joyce McDade Administration Buildings, and the Mercer County Office of Aging.

The large parking lot is currently used as overflow parking for CURE Insurance Arena and is also daily/monthly rented. This parking area is also utilized by nearby offices as parking, including parking for Mercer County buildings and staff.

The Transit Oriented Development Strategic Plan planned for a Complete Street on Cass Street that would facilitate east-west connections to S Broad Street, and to open a new Complete Street north-south cutting through the parking lot that would subdivide the block into two smaller blocks and will provide a more direct connection between Cass Street and S Broad Street by the Roebling Complex.







# 02

## DEVELOPMENT FRAMEWORK

### IN THIS CHAPTER

FRAMEWORK

CATALYST SITES AND LAND USE

URBAN DESIGN, PLACEMAKING, PUBLIC REALM

SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

ZONING UPDATES AND BULK GUIDELINES



# FRAMEWORK

The Redevelopment Plan provides a framework and requirements within the Cass Street Redevelopment Area. This framework and requirements are derived from the following:

- ▶ Contextual development, including existing development in the area.
- ▶ Community feedback received during the planning process.
- ▶ Economic feasibility and the ability of the Redevelopment Plan Area to support civic and community facilities.
- ▶ The need to create an interconnected Trenton Transit District where access to multi-modal transportation is equitable, safe, and easy to access.

The framework is presented in four different parts - 1) recommended land use, 2) urban design and public realm, 3) multi-modal circulation, and 4) sustainability and green infrastructure recommendations and requirements.

## Land Use, Urban Design, and Public Realm

The Cass Street Redevelopment Plan Land Use recommendations are based on a catalyst site approach, one that develops a few key ideas for the district to become a mixed-use environment with places to live, work, and enjoy community life based on input from the community and Transit Oriented planning and land use principles.

Through these catalyst sites, land use and development recommendations will be paired with urban design and public realm best practices to achieve a successful density for this district.

The catalyst sites will also identify ground floor spaces where retail is likely to be successful through the pairing of street activation and multi-modal circulation strategies; cultural catalysts and open space areas will also be identified so they can be encouraged.

## Multi-modal Circulation

The Cass Street Redevelopment Plan Multi-modal Circulation requirements envision different types of streets that accommodate several types of mobility for an interconnected Trenton Transit District. Drawing from different plans studied and summarized in “Part A: Intro to the Trenton Transit District”, the Plan provides an overall mobility framework that will enhance and encourage quality pedestrian, bicycling, and transit experiences, while maintaining vehicular infrastructure.

The ultimate goal is to leverage the access to local and regional transit and create an interconnected network of streets and paths to provide safe and direct routes. Each targeted street will complement adjacent land uses and desired activities.

## Sustainability and Green Infrastructure

The Cass Street Redevelopment Plan Sustainability and Green Infrastructure requirements and recommendations will provide guidelines to address urban heat islands and flooding risks within the area.

## STREET TYPES ON THE TRENTON TRANSIT DISTRICT

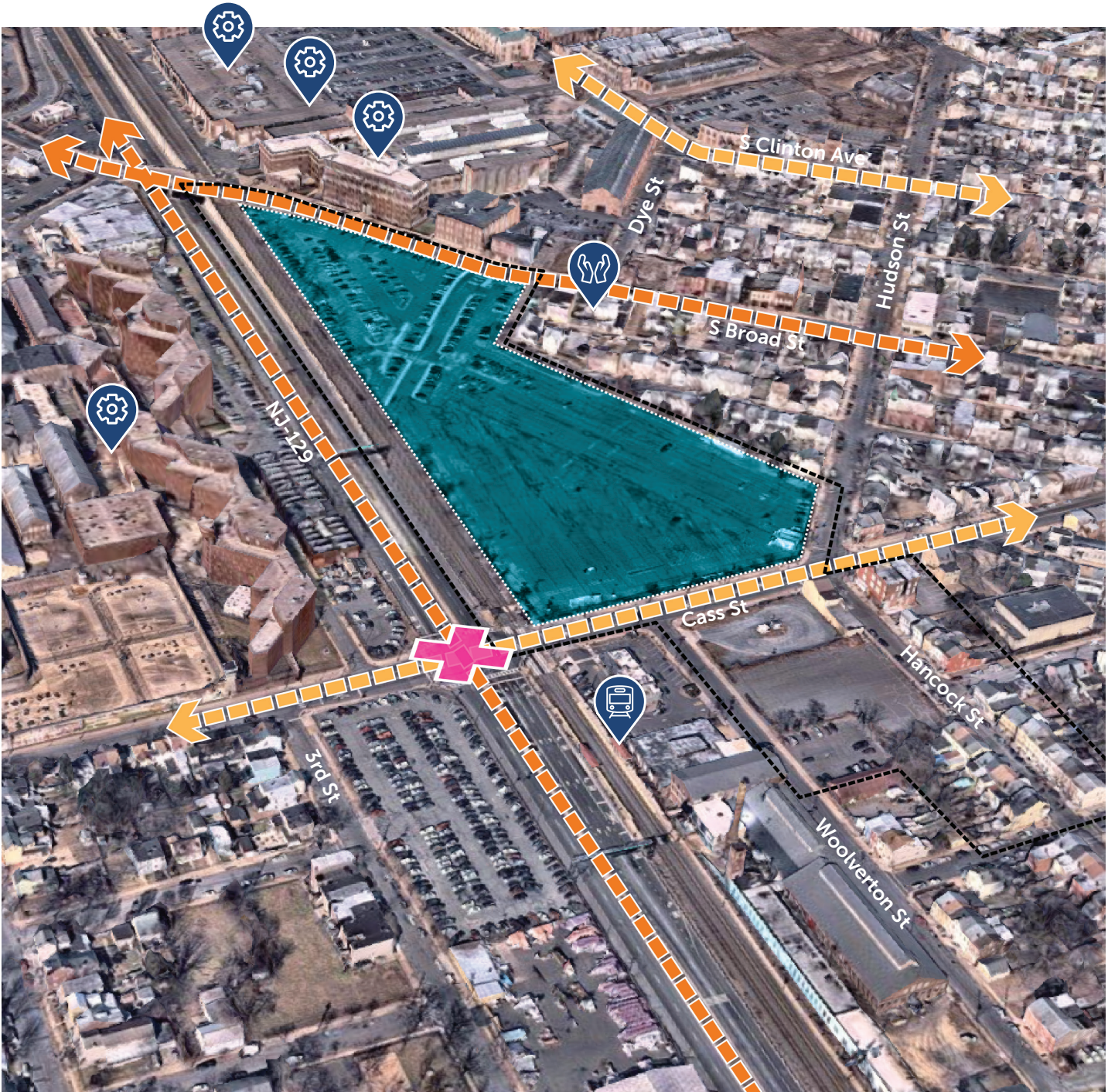
To distinguish the multi-modal transportation character of the streetscapes of Redevelopment Plans within the Trenton Transit Center District, the Plan identifies four types of main streets that include the following elements:

- ▶ Complete Streets - prioritizes pedestrian, bicycle, and transit mobility. Elements include, but are not limited, to protected bike lanes and wide sidewalks with street activation.
- ▶ Priority Connection - prioritizes pedestrian and transit connections. Elements may vary depending on street conditions and are the main thoroughfares to transit assets.
- ▶ Cycling Priority - prioritizes pedestrian and bicycle transit. It is identified as an alternate route for cyclists due to lower traffic and better accommodation of safety measures.
- ▶ Street and Green Improvements - prioritizes pedestrian experience and streetscape improvements that include landscaping and connections in a local level.

Figure 4.  
OPPORTUNITIES IN CASS STREET RDA

LEGEND

- RDA boundary
- ✚ Intersection Improvements
- Proposed Complete Streets
- Public Space Improvements
- On-street Bike Lane
- Potential infill development
- Stable residential Area
- ⚙ Educational Facility
- ⚙ Community Resource
- ⚙ Place of Worship





# CATALYST SITES AND LAND USE

## CATALYST SITES

Based on analysis of the Cass Street Redevelopment Area that considered several factors including property ownership, existing and future land uses, circulation and parking, opportunities in the area related to transit and resident and stakeholder priorities, the Redevelopment Plan proposes a full redesign of the Redevelopment Area to host a family-friendly, service-oriented district.

The vision for this Redevelopment Area includes a dense, mixed-use community with pedestrian and multi-modal transportation access, open spaces and amenity access.

Development along a new street that crosses the study area will be lined up with ground floor uses with high transparency and accessibility, and it is designed in such way that supports pedestrian activity and a new area full of vitality and activity.

The current parking lot will be developed to provide this new community with easy access to Roebling Complex, Hamilton Street Station and Cass Street Station, and can be a catalyst for other transit-oriented redevelopment projects across Trenton.

## LAND USE

The uses recommended by the Redevelopment Plan are consistent with the Plan’s purpose, intent, and design principles, and the Land Development Ordinance. These land uses are compatible with existing development within the surroundings of Cass Street Redevelopment Plan.

The following categories are recommended uses to create a district that aligns with the catalyst sites vision. For a full list of uses, refer to the Land Development Ordinance.

**Recommended uses:**

- ▶ Residential Uses and Live-Work Units.
- ▶ Parks and Plazas.
- ▶ Office and Co-working Spaces.
- ▶ Educational Facilities.
- ▶ Institutional Uses.

▶ **Recommended ground floor uses:**

- ▶ Retail or Commercial Uses.
- ▶ Spaces for Cultural Activities and Civic Uses.
- ▶ Indoor Sports and Gym/Fitness Uses.
- ▶ Restaurants and Bars.

▶ **Additional recommended use regulations:**

- ▶ Uses within the first-floor spaces in Cass Street Redevelopment Area, except for entryways and lobbies, are limited to the uses listed in the previous section.
- ▶ On-street parking is not permitted on the new street alignment.

▶ **Accessory recommended uses:**

- ▶ Structured Parking attached to an additional use.
- ▶ Off-Street Parking Facilities.
- ▶ Off-Street Loading Facilities.



New development sensitive of context and street environment



Human-scale mixed-use development



Human-scale mixed-use development



Open space activation - commercial activity + street furniture



Open space activation - human-scale environments, shade, and street furniture



# URBAN DESIGN, PLACEMAKING, PUBLIC REALM

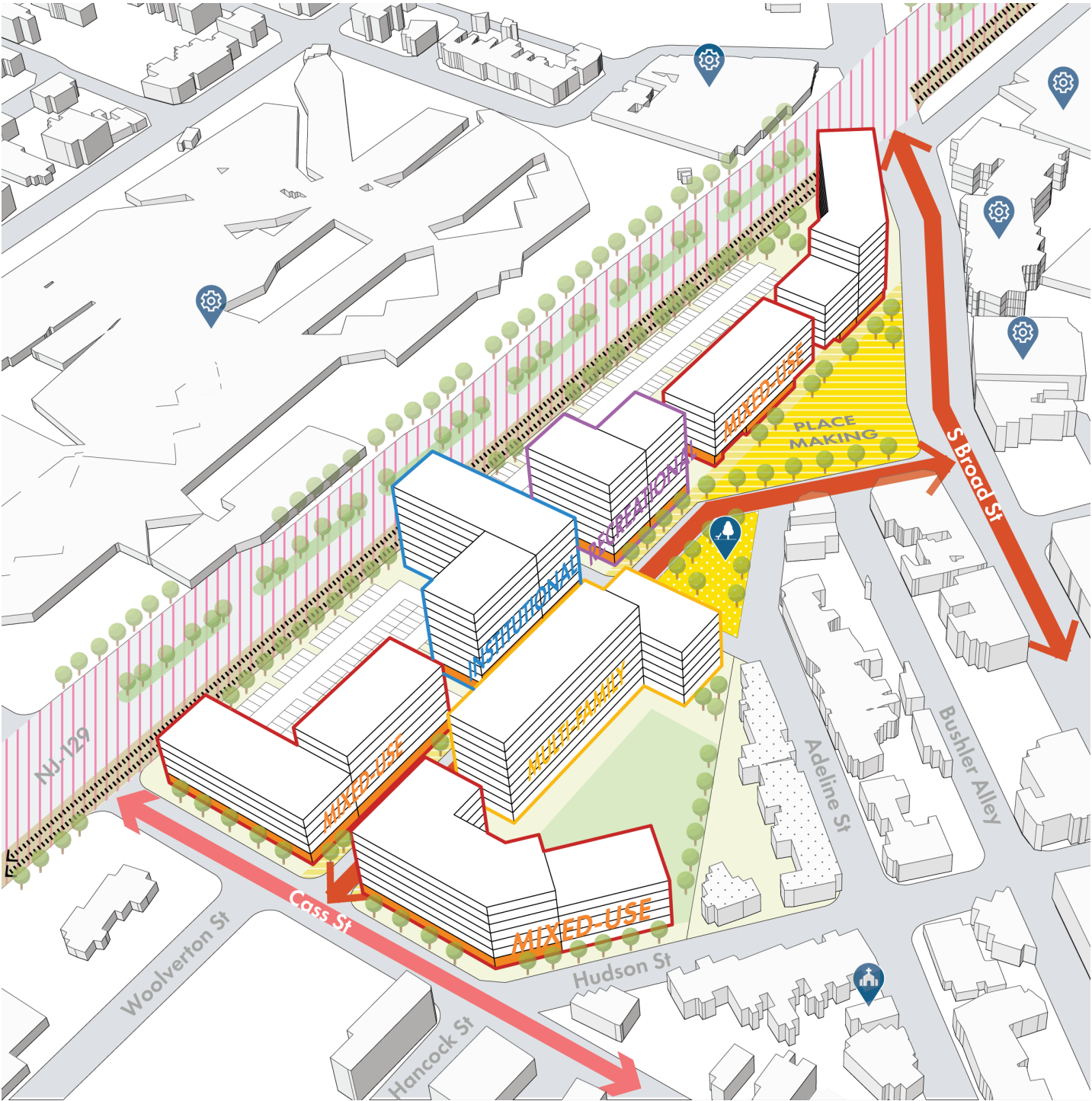
General provisions for good urban design practices, placemaking, and public realm are described below. This Redevelopment Plan does not provide detailed architectural design guidelines. Materials, massing, and articulation will be determined through review with the Planning Board of the City of Trenton. Zoning and bulk guidelines are provided in the Land Development Ordinance (LDO). The provision for public spaces should comply with any cited requirements in this Plan, subject to approval by the City of Trenton in a Redevelopment Agreement.

- ▶ The design of the buildings should create a consistent street-wall that relates to the pedestrian realm while expressing a cohesive district identity and should promote a human-scale experience on the ground floor.
- ▶ Future development in the Cass Street Redevelopment Area should consider appropriate façade and design material selection that reinforces the character of a pedestrian-oriented district.
- ▶ All buildings must be oriented toward a public street.
- ▶ All public entrances must include direct pedestrian connections to adjacent sidewalks on the main façade. Public entrances must be visually recognized from the main façade.
- ▶ Public realm should allow for at least a 3’ planting strip along the new street that crosses the district north-south, separating traffic and pedestrians and might include stormwater management elements.
- ▶ Bike lanes and protected bike lanes must comply with the City of Trenton Complete Streets Design Handbook standards and Citywide Updates.
- ▶ Complete Streets must comply with the City of Trenton Complete Streets Design Handbook.
- ▶ Parks and open spaces should be accessible at street level with public amenities including, but not limited to, furnishings, landscape, and public art.
- ▶ Surface parking lots as primary use are not permitted on Cass Street Redevelopment Area.
- ▶ All other parking requirements are provided in the City of Trenton Land Development Ordinance.
- ▶ If surface parking is developed under one of the Land Development Ordinance’s conditions in the Redevelopment Area, this should be designed with planting islands that infiltrate and manage stormwater on-site.

Figure 5.  
CATALYST AREAS  
AND MULTI-MODAL  
TRANSPORTATION IN  
CASS STREET RDA

LEGEND

- ↔ Complete Street
- ↔ Priority Connection
- ||||| Road Diet
- ↔ Rail
- Placemaking
- Open Space Improvement
- Open Space
- Community Resource
- Place of Worship





CASS STREET RECOMMENDATIONS

This sub-district includes vacant lots Block 16901 Lot 1, 2, 3, 4.01 5, 7, and Block 17001 Lot 1-3

Development

In the event of redeveloping the parcels in this sub-district, this Plan, in accordance with the Redevelopment Plan purposes, recommends the creation of a new, mixed-use district

The development of this study area can comprise, but it is not limited to, residential mixed-use buildings, office space, entertainment venues, and institutional uses. The proximity to Hamilton Avenue Station, Cass Street Station, and other mobility assets, creates a perfect environment for residential and job development in this catalyst site.

In figure 5, the northern part of the study area would host multi-family housing with ground floor commercial spaces and amenities that will complement those found on S Broad Street and Roebling Complex.

The development would face an open plaza that is easily accessible from Roebling Market and S Broad Street, as well as Hamilton Avenue Station and Cass Street Station.

The southern part of the study area will host a mix of residential and entertainment uses, as well as institutional, with ground floor commercial uses and structured parking.

Large setbacks following the Land Development Ordinance are required to allow for ground floor commercial amenities and services that would serve the surrounding community and activates street life while supporting pedestrian activities. The development should create a consistent and lively street wall that opens up to the street, with a high-transparency component. New development should be designed in a way that is inviting of pedestrian traffic and a lively street.

Circulation

Previous plans revealed the need and willingness to act on street infrastructure improvements, alternate modes of transportation, and accessibility to Trenton’s transits assets.

This Redevelopment Plan proposes a new connection north-south, from S Broad Street to Cass Street, to enhance the mobility and accessibility of these areas and the transit assets located nearby. This street is recommended to host a protected bicycle lane and wide sidewalks. A green buffer with stormwater strategies and trees to create a natural barrier between pedestrians and vehicular traffic. Furnishings and other streetscape infrastructure that speaks to a main street and pedestrian character is encouraged.

Bikeshare stations and bicycle infrastructure is encouraged to reinforce the multi-modal mobility character of this district and add accessibility to the area.

S Broad Street is envisioned as a Complete Street, that will incorporate greenscape zones and wide

pedestrian sidewalks to enhance mobility between the Redevelopment Area while providing adequate and accessible, safer, direct connections to Trenton Transit District areas.

Adequate pedestrian crossings and intersection signals should be in place to ensure the safety of all road users, whether vehicular or non-vehicular.

Additionally, in alignment with the SR 129 Study, NJ-129 should be redesigned – reducing lanes, adding a protected bike lane, improving intersections, realigning and enhancing sidewalks, and enhancing the traffic and pedestrian signals between others, will allow a higher accessibility to Hamilton Avenue Station and Cass Street Station for all residents on both sides of NJ-129, in addition to improving the connectivity between districts and access to services for non-vehicular users.

All these robust strategies together make the Cass Street Redevelopment Area an ideal place to create a mixed-use district that can be accessed through multi-modal transit, and is walkable to and from other parts of Trenton, like Roebling Market.

Gateway Plazas and Open Spaces

With programming and design improvements, there are opportunities to bring open space activity to life in the Cass Street Redevelopment Area..

A new plaza in the intersection of S Broad Street and Adeline Street will open up this new district to the public, being a gateway for a welcoming, mixed-use neighborhood. On the intersection of the new street and Adeline Street, a small-scale neighborhood park will provide a recreation area for all new and surrounding residents alike.

All the open spaces and plazas should be designed following pedestrian-oriented urban design and landscaping principles and allow for furnishings and planting that will provide shade and passive recreational spaces throughout the district.

Character and Identity

Any new development within this sub-district should focus on pedestrian- and transit-oriented scales and be permeable to encourage people to participate of the neighborhood live and use alternate modes of transportation as their mobility choice throughout Trenton.

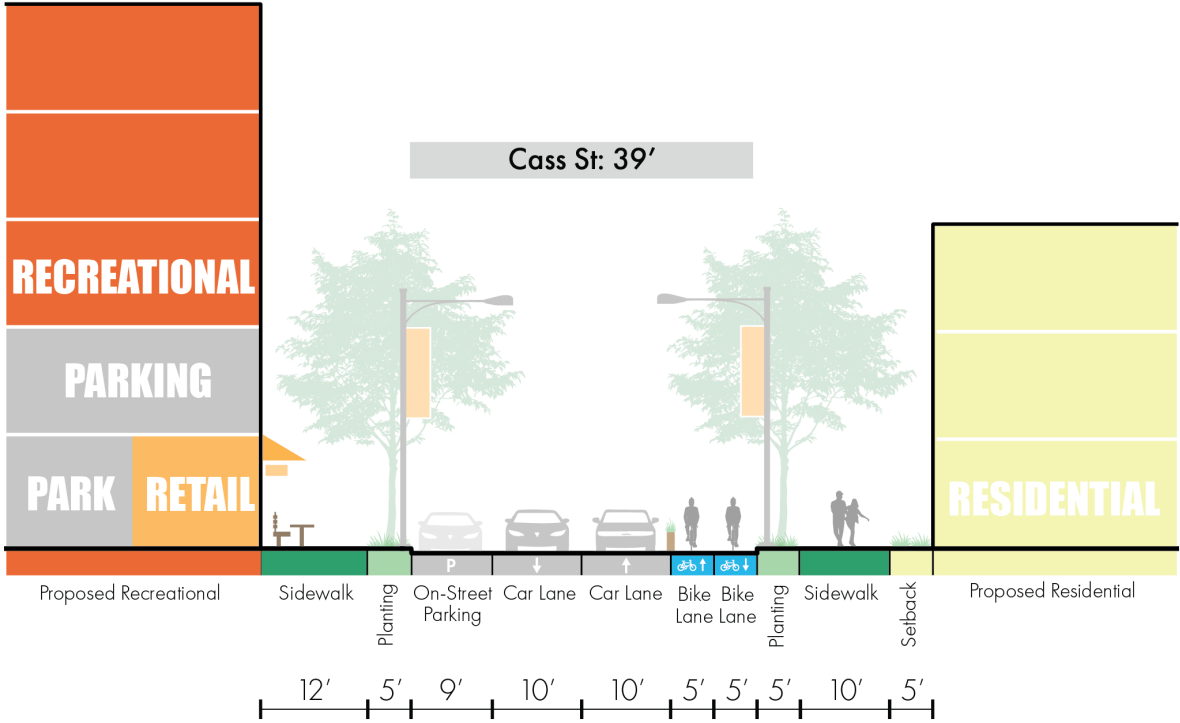


Figure 6.  
CASS STREET: PROPOSED CROSS-SECTION



MULTI-MODAL CIRCULATION REQUIREMENTS

The multi-modal circulation requirements of the Redevelopment Plan provided are intended to reduce the need for parking and limit the generation of additional vehicular traffic, particularly single-occupancy vehicle traffic. Creating a vibrant and interconnected pedestrian and bicycle environment that links the area to the Trenton Transit District and other parts of Trenton is a major goal of this Redevelopment Plan.

Vision Zero

To enhance the safety of pedestrians, the developers within this Redevelopment Area must include Vision Zero strategies to reduce or eliminate vehicle-pedestrian conflicts including, but not limited to, traffic-calming measures and adequate vehicular and pedestrian signals.

This Redevelopment Plan recommends a Vision Zero study for the Trenton Transit District that addresses practices and policies to align them with mobility safety for all. The study should:

- Analyze the Redevelopment Areas and develop measurable strategies and timeline for actions.
- Implement infrastructure changes to prioritize safety over speed: reducing travel lanes, traffic-calming measures, extend the curb at intersections to reduce pedestrian crossing distances, etc.

- Change policies to align with context and safety goals, i.e. setting appropriate speed limits where vehicle traffic mixes with pedestrian and bicycle traffic.

Pedestrian and bicycle circulation

This Redevelopment Plan and its proposed development and streetscape improvements proposes an increased accessibility to the overall Trenton Transit District through pedestrian walkability and bicycle access in the Cass Street Redevelopment Area and its surroundings.

This Plan recommends Cass Street as a Priority connection. These streets should support multi-modal transportation to accommodate bus routes and on-street bicycle lanes where feasible, as well as connected sidewalks with greenery.

The new street that crosses the district north-south is proposed to host a protected bicycle lane as an alternate, safe route to Trenton Transit Center, Hamilton Avenue Station and Cass Street Station. Supporting facilities such as bicycle storage, and bikeshare stations shall be added. These improvements shall be consistent and should be developed as noted in the City of Trenton Complete Streets Design Handbook standards and Citywide Updates, and addressed in the Redevelopment Agreement document. Bike lanes should be located and designed in such a way as to minimize conflicts with other modes of transportation. Adequate infrastructure, infrastructure enhancement, traffic signals, and indications should be in place to enhance the safety of pedestrians and cyclists alike.

Complete Streets

As indicated in the Trenton Complete Streets Design Handbook, S Broad Street is identified as a “Connector Corridor”. The Connector Corridor Complete Streets are characterized for running along streets that have a lower density of commercial retail and aim to provide efficient travel across the city, regardless of how people choose to get around. The required elements for this type of Complete Street includes: 5'-8' pedestrian zone; lighting; ADA ramps on crosswalks; and pedestrian signals and warning signs. A full list of required and recommended elements can be found in the Complete Streets Design Handbook.

The development of these Complete Streets should comply with the Trenton Complete Streets Design Handbook and Citywide Updates, and addressed in the Redevelopment Agreement.

Intersection improvements

The Cass Street Redevelopment Area Plan proposes an intersection study on NJ-129 with S Broad Street, and NJ-129 with Cass Street.

A study with recommendations is key to implement successfully any of the multi-modal circulation recommendations presented in this Redevelopment Plan. Successfully implementing recommendations made by an intersection improvement study will enhance the safety of pedestrians and bicycle users, and will overall ease the access to Hamilton Avenue Station and Cass Street Station.

Trenton SR 129 Study

Following the Trenton SR129 Study, and as outlined in the Trenton250 Plan, this Redevelopment Area Plan recommends NJ-129 to be redesigned. The Trenton SR129 Study conducted a background analysis and assessment of existing conditions of the corridor; findings and recommendations were based on on-site observations and data collection.

This Plan, in alignment with the recommendations made and in alignment with the catalyst site areas vision, proposes full street improvements on NJ-129 to improve pedestrian and transit connections between the Trenton Transit District and ensure the safety of the road users, whether vehicular on non-vehicular. Improvements should include, but not be limited to: reducing width of lanes to reduce active speed on the road; adding protected bike lanes and realigning/adding/repair sidewalks to enhance non-vehicular transportation; conduct intersection studies and take appropriate measures to ensure safe crossings and mobility east-west of the corridor; enhance traffic and pedestrian signals to improve safety; add medians throughout the corridor and curb extensions, both including stormwater management, to reduce the crossing distance between both sides of the corridor. All these measures will improve connectivity between districts and access to services, and enhance safety for all road users.



Active pedestrian environment



Street design with Vision Zero strategies



# SUSTAINABILITY & GREEN INFRASTRUCTURE STRATEGIES

The Cass Street Redevelopment Area falls within a severe (5F-8F above city average) heat island This Redevelopment Plan and its proposed streetscape improvements recommend:

- ▶ Street tree planting projects and maintenance on S Broad Street, Cass Street, and the new street that crosses the district north-south to increase the greening of the area while providing shadowed pedestrian areas. The canopy of the street trees should be distinctive and appropriately scaled to be compatible with the Redevelopment Area design and character.
- ▶ All new green/planted areas in the Redevelopment Area should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.
- ▶ Any new paved areas in plazas and open spaces should include increased permeable surfaces and vegetation that can absorb and retain rainwater to mitigate flooding and enhance green space.
- ▶ The new street crossing the Redevelopment Area north-south should include a green infrastructure installations between pedestrian and vehicular infrastructure (minimum width 3'). This buffer should retain stormwater runoff and filter pollutants that washoff roadways and other impermeable areas in the public realms. These green buffers may include, or may be additional to rain gardens and permeable pavers.
- ▶ Include planting islands that manage stormwater on-site on any surface parking developed in the Redevelopment Area to increase permeable surfaces and vegetation that can absorb and retain rainwater.



Green infrastructure strategies - rain garden + parking with stormwater infrastructure: planting islands

# ZONING UPDATES AND BULK GUIDELINES

The Land Development Ordinance, aligned with Trenton250 and adopted in 2023, regulates and limits the use of land and the locations of buildings and structures.

The uses recommended in this Redevelopment Area Plan are consistent with Trenton250 and the Land Development Ordinance. All properties shall conform to the Trenton District Standards and all requirements cited in the Land Development Ordinance.

The Cass Street Redevelopment Area comprises the following zoning districts, according to the Land Development Ordinance:

- ▶ **High Density Residential District (RH-1):** heterogeneous mixture of housing types at high density. A mix of all housing types is permitted within the district, as well as small-scale commercial uses that serve the neighborhoods. Compatible institutional uses are also permitted.
- ▶ **Transit-Oriented Development District (TOD-1):** intense mixture of commercial and residential uses in a predominantly vertically mixed-use environment focused on Trenton Transit District, including Trenton Transit Center and Hamilton Avenue and Cass Street light rail stations. This district facilitates walkable, mixed-use development between transit assets and nearby destinations. Due to the extent of the area and the different characteristics, two subdistricts are established: TOD-1 and TOD-2, which difference relies on the height of the buildings and the intensity of the density.

Page for clarification.  
Zoning updates and bulk guidelines will refer to LDO.

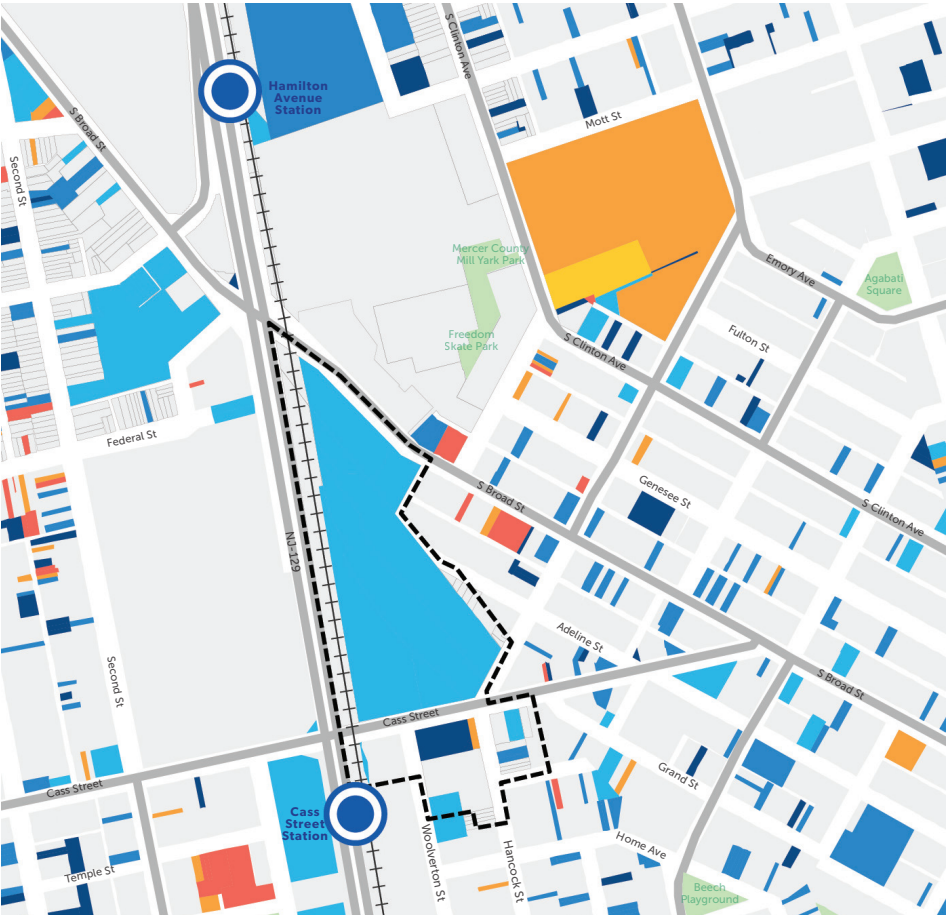


Figure 7.  
LAND DEVELOPMENT ORDINANCE

LEGEND			
----- RDA boundary	Other districts:	C-MX	TOD-1
RDA zoning districts:	RM-1	C-MS	TOD-2
TOD-1	RM-2	MU-T	INST
	RH-1	I-MU	OS-R
	RH-2		





# 03

## IMPLEMENTATION & EARLY ACTIONS

### IN THIS CHAPTER

IMPLEMENTATION MEASURES



# IMPLEMENTATION MEASURES - DRAFT

The following table represents a list of all the implementation measures identified in the Ewing-Carroll-Southard Redevelopment Plan. For each measure, the table indicates potential roles and the estimated timeline to start each implementation measure.

Near = 0-3 years  
Mid = 3-6 years  
Long = 6+ years  
\* Note: Many will be ongoing (following start)

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
DEVELOPMENT AND THE GROUND FLOOR						
Mixed-use development and additional uses that amplify services provided in nearby Redevelopment Areas (refer to LDO for list of uses).	Mixed-use development with ground floor uses that prompt activity along streets. Supporting streetscape elements (i.e., street furniture, tree planting, etc.)		X			Long-term.
Support of pedestrian activity through active ground floors.			X			Long-term, to be implemented with development.
CIRCULATION						
New north-south connection from S Broad Street to Cass Street.	Provide protected bike lane, wide sidewalks with green buffers and stormwater strategies, and streetscape furnishings.	X		X		Long-term.
Supporting facilities and infrastructure for streets with bike lanes.	Include bikeshare stations, bicycle storage, wayfinding signs, traffic signals when designing bike lanes.	X		X		Long-term.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
CIRCULATION						
Conversion of Cass Street to a Priority Connection to access transit assets.	Connected pedestrian infrastructure, provision of protected bike lanes to support multi-modal transportation.	X		X		Long-term. Feasibility study should be conducted.
Provision of adequate signage, crossings, and traffic calming measures on main corridors leading to transit assets.		X		X		Near-term.
Improvement of high-vehicular traffic intersections (see Intersection Improvements on page 23 for a full list of intersections).		X		X		Mid-term. Feasibility study should be conducted.



ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
Redesign of NJ-129 to promote accessibility for pedestrians and bicycles.	Reduce lanes, add protected bike lanes, improve intersections, realign and enhance sidewalks, enhance traffic signals, etc. (refer to Trenton SR129 Study)	X		X		Long-term. Feasibility study already conducted.
STREETS AND PUBLIC SPACES						
Conversion of S Broad Street to Complete Street “Connector Corridor”.	See Trenton Complete Streets Design Handbook for typology elements.	X		X		Mid-term.
Creation of new public space at the intersection of S Broad Street and Adeline Street.		X	X	X		Long-term, to be implemented with development.
Creation of a new neighborhood park by Adeline Street.		X	X	X		Long-term, to be implemented with development.
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
All new green/planted areas should consider a diverse selection of native plantings to increase biodiversity, resiliency, and a high plant survival rate.		X	X	X	X	Near-term.

ACTIONS	HOW TO ACHIEVE IT	WHO CAN BE INVOLVED?				
		CITY	OWNERS/ DEVELOPERS	OTHER AGENCIES AND ORGANIZATIONS	COMMUNITY MEMBERS AND GROUPS	TIMELINE
SUSTAINABILITY AND GREEN INFRASTRUCTURE						
Tree planting on S Broad Street, Cass Street, and the new street that crosses the district north-south.		X		X	X	Near-term through Street Tree Planting and Maintenance Program.
Green buffers with green infrastructure along he new street that crosses the district north-south.		X		X		Long-term, as enhancement/ conversion of streets are being developed.
Increased permeable surfaces on new public spaces.	Design new public spaces with permeable surfaces that allow for runoff and stormwater filtration.	X	X	X		Long-term, as enhancement/ conversion of streets are being developed.
Stormwater planting islands on new developed surface parking.			X			Long-term, to be implemented with development.
ADDITIONAL STUDIES						
Vision Zero Study.	Conduct a study that addresses best practices and policies for mobility safety for all.	X		X		Near-term, study being conducted.



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# AP. A

## PARCELS IN CASS STREET REDEVELOPMENT AREA



PARCELS IN CASS STREET REDEVELOPMENT AREA

BLOCK	LOT	SIZE (ACRES)
17004	11	0.037
17004	13	0.023
17302	12	0.029
17004	2	0.030
17004	12	0.031
17004	15	0.024
17004	14	0.018
17004	3	0.016
17302	14	0.043
17302	13	0.029
17302	11	0.029
16901	5	1.682
17001	3	0.201
17302	10	0.057
17301	51	0.039
17301	52	0.048

BLOCK	LOT	SIZE (ACRES)
17301	54	0.115
17301	54	0.057
17301	48	0.027
17301	53	0.058
16901	2	2.018
16901	3	0.344
16901	7	0.273
17001	2	1.007
17301	49	0.029
17301	58	0.059
17302	8	0.743
17302	9	0.402
17301	50	0.029
16901	1	2.048
17001	1	0.400
17301	57	0.057
16901	4	2.002

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# IMPLEMENTATION OF REDEVELOPMENT AREA PLANS

*PREPARED BY WRT FOR THE CITY OF TRENTON:  
UPDATES TO THE REDEVELOPMENT AREA PLANS  
WITHIN TRANSIT ORIENTED DEVELOPMENT AREAS*

REVISED - AUGUST 2023





# PART C

## IMPLEMENTATION



# COMMUNITY-DRIVEN VISION

## TOPIC REPORT

**TRENTON 250**  
1792-2042  
Adopted February, 2017



## RELATIONSHIP TO LOCAL OBJECTIVES

### TRENTON250 MASTER PLAN AND CITYWIDE PLANS

The seven RDAs that are part of this study comprise a TOD district and are part of the City's broader efforts to make Trenton a "more sustainable, livable, and business-friendly community" as stated in Trenton 250, the long-range master plan. The recommendations for land use, public space and transportation are incorporated into each of the redevelopment plan updates and are reflected in interim documents and engagement materials throughout the planning process.

Additionally, Trenton 250 highlights the need for future improvements to the Trenton transit center district with the ability to act as a catalyst for other development and priorities in Trenton. The Redevelopment Area Plan updates are consistent with the Trenton250 Priority Investment Framework and Trenton's Land Development Ordinance (LDO).

The Redevelopment Area Plans also build on the TOD Strategic Action Plan, adopted by City of Trenton in December 2019. While the implications of the COVID-19 pandemic to the office market and transit use led to adjustments to land use and density, the overall intent and recommendations of the updated Redevelopment Area Plans are consistent with the TOD Strategic Action Plan.

Future updates to Trenton250 and the LDO should reflect the revised Redevelopment Area Plans, identification of catalyst sites and public space improvements, and recommended design, density, land use, and transportation improvements. Other key plans for consistency include the DRAFT recommendations from the City of Trenton's Bike, Trails, and Vision Zero planning projects that have been incorporated into the redevelopment updates.

## ECONOMIC INCENTIVES

There are numerous economic incentive programs available in the form of tax credits, grants, loans, technical, and financial assistance. Additional information can be found on the City of Trenton's website, New Jersey DCA and the NJ Community Asset Map, and New Jersey Economic Development Authority (EDA). Highlighted below are programs that are most likely to be appropriate in the Trenton Transit District.

### Neighborhood Preservation Program

The Neighborhood Preservation Program (NPP) provides direct financial and technical assistance to municipalities based on strategic revitalization's plans within those municipalities. Trenton's adjacent Downtown District is an approved NPP district (2021) and is managed by Isles. Portions of Lamberton, Trenton Station, Ewing-Carroll-Southard, Central East, and Roebling Gateway are eligible for the program. NPP is intended to serve as a platform for other state investments and applications are encouraged to support other programs like Transit Village.

Funds can be used for code enforcement, acquisition, public services, financial assistance for privately owned properties.

### Neighborhood Revitalization Tax Credit (NRTC)

Authorized in 2002, the Neighborhood Revitalization Tax Credit (NRTC) program has become a successful public/private program furthering community development and neighborhood change. The NRTC program offers businesses who invest in the revitalization of eligible neighborhoods (including the Trenton Transit District) an 80 percent tax credit against various state taxes. Program-wide, a total of \$15 million per year is available in tax credits, with a maximum of \$1 million available per neighborhood.

### NJ DOT Transit Village Initiative

Discussed throughout the plan, a next step for the Trenton Transit District will be to seek NJ DOT Transit Village designation. With this designation, the district and City will be eligible for priority funding, technical assistance, and other NJDOT grant opportunities.





**New Jersey Urban Enterprise Zone (UEZ) Program**

The UEZ program was established in 1983 and the City of Trenton joined in 1986. Trenton has used Zone Assistance Funds, which provide a source of flexible revenue, to support economic development and gap funding, including street improvements for Roebling Market revitalization. Funding for Zone Assistance Funds was restored in FY22 and should be considered for priority improvements within the Trenton Transit District.

**Aspire**

New Jersey EDA’s Aspire program is a gap financing tool to support commercial, mixed use, and residential real estate development projects created in 2021 under the Economic Recovery Act. In Trenton, for example, Aspire funding will be used for a new energy-efficient 130-unit residential building with retail, restaurant, and plaza space within a mile of the Transit Center at the edge of Trenton’s Mill Hill neighborhood. The gap financing represents 45% of eligible project costs, significant funding to make this redevelopment project possible.

**Emerge**

The Emerge program, also created under the Economic Recovery Act of 2020 encourages economic development through per-job tax refunds to projects that invest private capital in targeted industries or in small business growth. Tax credits can be combined with the Aspire program to increase its impact.

**New Market Tax Credit (NMTC) Eligible Census Tracts**

The City of Trenton is eligible for New Market Tax Credits, a program created by the federal government in 2000 with a goal of attracting private investment to economically distressed areas. Community Development Entities (CDEs) are eligible and then look for opportunities in eligible areas like Trenton. Projects are competitive and must have a budget of at least \$5 million and provide an economic benefit and job creation – private businesses, developers, healthcare centers, and non-profits are common recipients of the NMTC program.

**Low Income Housing Tax Credits**

A successful federal tax credit program, the credits are able to reduce federal tax liability and act as a catalyst to attract private development to the affordable housing market.

**Brownfields Redevelopment Incentive Program**

There are several likely or confirmed brownfield sites within the Trenton Transit District. The Brownfields Redevelopment Incentive Program is one potential funding / incentive program that provides tax credits to compensate developers of redevelopment projects located on brownfield sites for remediation costs. Tax credits under this program are capped at \$50 million annually for six years.

**CITY OF TRENTON ROLE & RESPONSIBILITIES**

The City of Trenton has numerous redevelopment tools it can employ to implement the city’s redevelopment area plans. As a redevelopment entity, the City can undertake redevelopment projects, and for this purpose issues bonds; acquire property; exercise eminent domain within a Condemnation Redevelopment Area; prepare sites for use in accordance with the redevelopment plan; contract for professional services; contract with public agencies or developers for any project or redevelopment work; negotiate and collect revenue from a redeveloper; contract for services; lease or convey property; conduct investigations or make surveys and tests; contract with a public agency for relocation; repair, demolish, or remove buildings and improvements; recommend the redevelopment of other areas; and publish and disseminate information. Tools and approaches used by the City of Trenton include:

**Redeveloper’s Agreement**

Redevelopment within the project area can be implemented through a redevelopment agreement between the City of Trenton and a designated redeveloper. In this case, the city may use an RFP process to select a redeveloper. Any such agreement will limit use of the property to the uses permitted in the plan, require work to be done within a certain time period deemed reasonable, and will include requirements for leases, covenants, and ownership of improvements. All agreements should be prepared with the best interest of the city at the forefront and include a competitive process and thorough review. Often public engagement session(s) may be part of developing an RFQ and redevelopment selection and agreement.

A selected developer will then be designated for the project and commence the negotiation with the City of a disposition agreement setting forth the terms and conditions of acquisition and development of the property.

**Sale by Ordinance**

The City of Trenton can authorize sale of city-owned property (within the redevelopment area), with or without public bidding for redevelopment or rehabilitation. Factors such as development experience and financial viability will be considered.

All property located within the City must be developed and used in accordance with any applicable Redevelopment Plans and all other applicable laws and regulations, including zoning regulations, redevelopment laws, the City Code and the State Uniform Construction Code. Properties within the Trenton Transit District RDAs are subject to additional requirements as described in the redevelopment area plans.

**Coordination with Other Public Agencies**

.The City of Trenton will continue to coordinate with other public agencies, as stakeholders and property owners within the Trenton Transit District. These include Mercer County, Mercer County Improvement Authority, the State of New Jersey, and NJ Transit. Regular coordination and long-range planning is needed to implement the Redevelopment Area Plans.



Public Auction of Sites

The City periodically holds public auctions, in which members of the public may bid to purchase City-owned properties. The purpose of the auctions is to make certain City-owned properties available for purchase by qualified parties interested in rehabilitating them and returning them to the City’s tax rolls. Auctions typically include both residential and commercial properties, as well as vacant lots. City real estate auctions are advertised on the City’s website, and provide a link for required pre-registration. Properties do not need to be within a redevelopment area to be included in the public auction and are typically more appropriate for small sites, vacant lots, individual residential buildings. All auctions should be held within the City’s best interest.

Adapt-A-Lot Program

The City of Trenton currently owns and maintains more than 1,500 vacant properties that need care and maintenance, and shares a vested interest in the upkeep and beautification of those lots. This program allows residents and community groups to legally care for such lots and benefit the overall community through an application and Licensee Agreement process. For those properties that are part of a redevelopment area plan, an Adopt-A-Lot agreement may be appropriate as an interim measure but shall remain consistent with the redevelopment plan.

ADDITIONAL STUDIES NEEDED  
& SHORT-TERM CONSIDERATIONS (TO BE DEVELOPED)

STUDY 1	STUDY 2	STUDY 3	STUDY 4



# APPROVALS PROCESS

To be Developed

# AMENDMENTS & UPDATES

To be Developed